

With athletic and dynamic styling, powerful engine performance and a new Super Handling All-Wheel Drive™ (SH-AWD®) model, the all-new fourth-generation 2009 Acura TL is designed to be the most exciting performance-luxury sedan in Acura history. In completely redesigning the TL from the wheels up, Acura aimed to enhance every aspect of the original model. Featuring a stiff unit-body construction with expansive use of high-strength steel (as well as key aluminum components), unique and dramatic exterior styling, a choice of two powerful VTEC V-6 powertrains (280-hp 3.5L and 305-hp 3.7L), all-new Electric Power Steering (EPS), and a luxurious and technologically advanced interior, the new TL sets the future direction of the Acura Division.



For the first time ever in an Acura vehicle, the TL will be available in a choice of front-wheel-drive TL or all-wheel-drive TL SH-AWD® configurations. The new TL is a powerful performance-luxury sedan that is as confident and composed on a mountain road as it is in the city centre. Replacing the previous TL Type-S is the TL SH-AWD® model, built exclusively for the enthusiast driver and featuring Super Handling All-Wheel Drive™, special suspension and steering tuning, and the most powerful engine ever offered by Acura. Unlike some competitors, who add all-wheel drive to their vehicles primarily to help in winter conditions, the TL's available SH-AWD® was designed to dramatically enhance sporty handling in addition to further enhancing the vehicle's winter-driving capability.

The 2009 TL SH-AWD® makes a significant advance in both on-road performance and driving exhilaration as it significantly surpasses the previous track-tuned TL Type-S in all measurable levels of handling performance. Moreover, not only is the new TL SH-AWD® more responsive when pushed on challenging roads, but in day-to-day use it delivers a more rewarding level of driving enjoyment. Without a doubt, the first ever application of SH-AWD® with the TL sedan marks a new milestone for performance, drivetrain sophistication, and safety.

The new TL has the visual presence to back up its performance, with exterior luxury cues such as genuine stainless-steel trim, LED taillights and dynamic surface lines designed to capture the viewer's attention.

Inside, TL occupants are treated to an engaging interior which includes advanced LED lighting throughout the cabin, thickly bolstered leather seating and flowing metallic or wood patterned accents. The 2009 TL gains an additional 33 mm (1.3") of rear legroom and 14 mm (0.5") of rear shoulder room, thus making it the most spacious TL ever.

As expected from Acura, the TL's range of standard safety features is exemplary and includes six airbags, active front head restraints, and the advantages of Advanced Compatibility Engineering™ (ACE™) front body design for enhanced crash protection.

In addition, a Technology Package is available on both models. Featuring such items as Keyless Access System with push-button start, Acura Navigation System with Bilingual Voice Recognition™, the Acura/ELS Surround® premium audio system, and Bluetooth® Audio, the Technology Package offers a comprehensive electronic array of features.

THE ACURA TL MISSION

Altogether, the fourth-generation Acura TL amplifies and refocuses the original TL's mission as a driver's performance-luxury sedan. Competing in the Entry Premium segment, the 2009 TL advances Acura's mission of providing precisely crafted and focused performance vehicles. A summary of its most powerful attributes includes:

1. Dramatic and unique exterior and interior styling together with a high level of luxury and technological appointments.
2. Super Handling All-Wheel Drive™ (SH-AWD®) model developed specifically for the performance enthusiast.
3. Available Technology Package combines premium leather seating surfaces with advanced technologies to make driving more enjoyable, efficient and convenient.
4. The latest passive safety features along with top projected safety ratings from the U.S.-based National Highway Traffic Safety Administration (NHTSA) and the Insurance Institute for Highway Safety (IIHS).

LUXURY MARKET STATUS

The 2009 TL enters the competitive luxury market which is expected to remain strong into the next decade. The new TL is forecast to share substantially in this success with a projected sales increase to about 6,000 units per year. Available with the largest and most powerful engine in TL history, along with Acura's sport-driving focused SH-AWD® system (the world's first torque-vectoring AWD system when introduced in 2000), the new TL arrives ready to compete with vehicles such as the Audi A4, BMW 3-Series, Infiniti G35 and Lexus ES sedans. The TL SH-AWD model will compete in the Mid-Premium Luxury segment against BMW 5-Series, Audi A6, Infiniti M35 and Lexus GS350.

CONCEPT CUSTOMER

Performance-luxury sedan customers value vehicle traits such as dramatic and exclusive exterior styling, luxurious interior and strong driving characteristics. These customers also have a keen appreciation for quality, reliability, durability and competitive pricing. Self-guided, discriminating and technically savvy, they also feel that prestige is determined more by life experiences than by wealth. For this reason they are interested in vehicles that help them enjoy driving to the fullest – and the 2009 TL is designed to do exactly that. While the 2009 TL is designed to appeal to a broad range of upscale consumers, the target buyer for the TL is expected to be the same as the current TL buyers – a professional male in his mid 40s with a household income of about \$160,000 per year, while the expected TL SH-AWD® target buyer is a professional married male in his early 40s with a household income of more than \$170,000 per year.

POWERTRAIN FEATURES

**TL**

- Front engine, front-wheel-drive
- 3.5-litre SOHC V-6 aluminum alloy engine
- 280 hp at 6200 rpm and 254 lb-ft of torque at 5000 rpm
- 11.2:1 compression ratio
- Variable Valve Timing and Lift Electronic Control (VTEC[®])
- Dual-Stage induction system with lightweight magnesium intake manifold
- Cold-air intake system
- Integrated exhaust manifolds cast directly into the cylinder heads
- High-flow sport-tuned exhaust system with dual tips
- Drive-by-Wire[™] throttle system
- Computer-Controlled Programmed Fuel Injection (PGM-FI)
- Direct Ignition System
- Detonation/knock control system
- Maintenance Minder[™] system
- 160,000-kilometer tune-up intervals*

*Does not apply to fluid and filter changes. Exact mileage is determined by actual driving conditions.

**TL Super Handling All-Wheel Drive[™] (SH-AWD[®])**

- Super Handling All-Wheel Drive[™] (SH-AWD[®]) for handling and all-season capability
- 3.7-litre SOHC V-6 aluminum alloy engine
- 305 hp at 6300 rpm and 275 lb-ft of torque at 5000 rpm
- 11.2:1 compression ratio
- High-silicon aluminum cylinder sleeves cast directly into aluminum cylinder block
- Variable Valve Timing and Lift Electronic Control (VTEC[®]) for intake and exhaust valves
- Dual-stage induction system with lightweight magnesium intake manifold
- Cold-air intake system
- Larger throttle-body (69mm diameter versus 64mm in the TL) for the Drive-by-Wire[™] throttle system
- Integrated exhaust manifolds cast directly into the cylinder heads
- High-flow, sport-tuned dual exhaust system with quad exhaust tips
- Computer-Controlled Programmed Fuel Injection (PGM-FI)
- Direct ignition and detonation/knock control systems
- Maintenance Minder[™] system
- 160,000-kilometer tune-up intervals*

*Does not apply to fluid and filter changes. Exact mileage is determined by actual driving conditions.

Emissions

- High-flow close-coupled catalytic converters plus under floor catalytic converter
- High-capacity 32-bit RISC processor emissions control unit
- Meets TIER 2 – BIN 5 (ULEV) emissions standards

Fuel Economy

- **TL** - Estimated rating of 11.6 / 7.5 L/100km (city/highway)
- **TL SH-AWD[®]** - Estimated rating of 12.3 / 8.3 L/100km (city/highway)

Sequential SportShift 5-speed automatic transmission with paddle shifters and grade logic control

- Quick-response Sequential SportShift allows semi-manual transmission operation
- New straight-gate style console-mounted shifter
- Steering-wheel mounted F1[®]-style paddle shifters
- Paddle shifters operable in both Drive and Sport modes
- Coordination between Drive-by-Wire[™] throttle system and transmission makes for quick, smooth shifts
- Wide gear-ratio spacing for quick acceleration and good fuel economy
- Advanced shift-hold control minimizes unwanted shifting during spirited driving
- Grade logic control system reduces gear “hunting” when climbing hills

**Super Handling All-Wheel Drive[™] (SH-AWD[®])**

- Fully automatic full-time traction and handling system
- Distributes torque between front and rear axles
- Distributes torque between left and right rear wheels
- Provides torque vectoring to directly control the yaw moment of the vehicle
- Capable of “overdriving” outside rear wheel to enhance handling
- Understeer is greatly reduced during hard cornering
- Increases overall cornering grip in dry and inclement weather

*Preliminary fuel economy estimates determined by Acura. Final estimates were not available at the time of July Long Lead.

BODY & CHASSIS FEATURES

Design & Styling

- “Motion Surface” body design features a new Acura signature grille, strong character lines and bold, aggressive character
- Projector-style HID low beam and halogen high beam front headlights
- Integrated front fog lamps
- Power tilt/slide moonroof with auto-reverse feature
- LED illumination for taillights, Centre High-Mounted Stop Light (CHMSL) and exterior mirror housing-mounted turn signals
- Advanced underbody aerodynamics
- Greater overall length, width and wheelbase than the previous third-generation TL

Structure

- Advanced Compatibility Engineering™ (ACE™) front body structure
- Frame rails repositioned to inside of floor pan for improved aerodynamics
- New A, B & C-pillar foam separators
- Extensive use of high-strength steel

Wheels & Tires

- 17-inch diameter aluminum wheels; P245/50R17 M+S tires (on TL)
- 18-inch diameter aluminum wheels; P245/45R18 M+S tires (on TL SH-AWD®)
- 19-inch diameter aluminum wheels; 245/40ZR19 summer tires (optional dealer installed on SH-AWD® model)

Steering, Suspension & Brakes

- New Electric Power Steering (EPS)
- New dampers with unique dual-stage “blow-off” valve
- Double wishbone front and multi-link rear suspension
- Firmer coil springs, dampers, and stabilizer bars on SH-AWD® model
- 4-wheel disc brakes with dual-piston (front) and single-piston (rear) calipers
- Exclusive EPS/brake booster tuning for SH-AWD® model
- Front fascia-mounted cooling ducts for the front brakes on SH-AWD® model
- “Hill Start Assist” (HSA) on SH-AWD® model

INTERIOR FEATURES

- Engaging cockpit designed for performance driving
- Leather-wrapped 3-spoke steering wheel with illuminated fingertip controls and F1®-style paddle shifters
- New LED backlit gauges with progressive illumination
- High-resolution Multi-Information Display (MID) allows access to multiple electronic functions and customizable feature settings
- Compass
- 10-way adjustable power driver’s seat (8-way power seat with 2-way power lumbar)
- 8-way power front passenger seat
- Premium leather seating surfaces
- Exclusive sport seating and sport steering wheel on SH-AWD®
- Solar-sensing, dual-zone, dual-mode automatic climate control system with auto humidity control
- 5-position straight shift gate
- Tilt and telescoping steering column
- Electronic cruise control
- 8-speaker audio system with 6-disc CD changer, AM/FM radio, XM® Satellite Radio, Bluetooth® Audio, and Dolby ProLogic II
- USB port connectivity (for iPod®, iPhone®, or removable mass storage devices)
- Auxiliary jack interface (for portable MP3 music players)
- Bluetooth® HandsFreeLink® wireless telephone interface

- Power moonroof with tilt, auto-open/close, auto-reverse and key-off operation
- 2-position memory function (for seating position, mirror adjustments, radio presets, climate control settings, MID presets, and more)
- High-quality surface finishes and materials
- Molded carpet insulation for superior fit and acoustic damping

Technology Package (Available on TL and TL SH-AWD[®])

- Acura Navigation System with Bilingual Voice Recognition[™] and rearview camera
- 8-inch full VGA high-resolution colour display
- Acura/ELS Surround[®] premium 10-speaker surround sound system with DVD-Audio, DTS[™], CD, AM/FM radio, XM[®] Satellite Radio, Bluetooth[®] Audio and 2,500-song* hard disk drive (HDD) media storage system, and ProLogic II
- Interface dial that provides quick, intuitive access to navigation, audio, climate control and other features
- Keyless Access System (with smart entry and push-button ignition)
- Full-grain perforated Milano Premium leather seating surfaces
- 3D metallic trim on instrument panel and doors

*Approximate capacity

SAFETY FEATURES

The 2009 Acura TL features the following safety technologies as standard equipment:

Active safety systems

- 4-wheel disc Anti-lock Brake System (ABS)
- Electronic Brake Distribution (EBD) with Brake Assist
- Vehicle Stability Assist[™] (VSA[®]) with traction control (electronic stability control)
- Tire Pressure Monitoring System (TPMS)
- Standard all-season (M+S) tires
- Available Super Handling All-Wheel Drive[™] (SH-AWD[®])

Passive safety systems

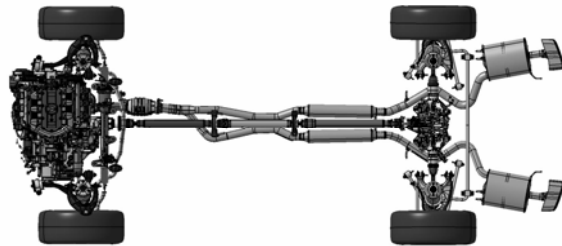
- Advanced Compatibility Engineering[™] (ACE[™]) front body structure
- 3-point seatbelts for all seating positions
- Front seatbelt automatic tensioning system with integrated load limiters
- Dual-stage, dual-threshold front airbags
- Dual-chamber front-seat side airbags
- Side curtain airbags for all outboard seating positions
- Active head restraints for front headrests
- Rear head restraints for all seating positions
- Lower Anchors and Tethers for Children (LATCH) system in the rear seat

ENGINE & POWERTRAIN OVERVIEW

A quintessential component of the 2009 Acura TL's mission as a performance-luxury sedan is to provide the optimum driving enjoyment for enthusiast drivers. Thus, the TL offers a choice of two all-aluminum powertrains.

The standard 3.5-litre V-6 develops 280 horsepower and 254 lb-ft of torque and drives the front wheels through a sophisticated Sequential SportShift 5-speed automatic transmission with steering wheel mounted paddle shifters and Grade Logic Control System. Featuring technologies like a Drive-by-Wire™ throttle system, Computer-Controlled Programmed Fuel Injection (PGM-FI), Variable Valve Timing and Lift Electronic Control (VTEC®) on intake valves and a sport-tuned exhaust system with dual tips, the 3.5-litre engine is targeted to meet Canada's Tier 2 Bin 5 emissions and California's stringent CARB LEV II ULEV emissions certification.

The TL takes the driving experience to the next level with the new Super Handling All-Wheel Drive™ (SH-AWD®) model, which features a 3.7-litre V-6 engine developing 305 horsepower and 275 lb-ft of torque – making it the most powerful Acura sedan ever. With additional features including a new cold-air intake system, Variable Valve Timing and Lift Electronic Control (VTEC®) on both intake and exhaust valves, and a high-flow, sport-tuned dual exhaust system with four exhaust tips, the SH-AWD® powertrain delivers strong performance.



The innovative SH-AWD® system is unique to Acura. By employing torque vectoring, in hard cornering under acceleration, it can send more torque as well as overdrive the outside rear wheel, thereby creating a “yaw moment” that enhances vehicle dynamics by generating a turn-in effect.

Acura's commitment to sophistication and refinement are equally important, and both engines shine with features such as maintenance-free serpentine accessory belts, low-noise and low-drag electric power steering (EPS), and electronically controlled hydraulic engine mounts that reduce vibration.

Both engines likewise feature a Maintenance Minder™ system and 160,000-kilometer tune-up interval. With validation testing conducted in both extreme hot and cold regions of North America, from public streets to Germany's famed Nürburgring, and from Japan to New Zealand, the new TL has been proven in a demanding range of driving environments.

BODY & CHASSIS OVERVIEW

The new 2009 TL takes Acura styling to a new level. Using the concept “emotion unleashed” as the direction for developing the new body design, Acura designers in California crafted a performance-luxury sedan shape with a surface that expresses motion even while at rest.

The use of aggressive wheel arches, dramatic character lines along the body side and numerous Acura exclusive design elements (such as the new Acura signature grille) create a powerful and distinctive new shape. TL also features such premium details as genuine stainless-steel body trim, a power moonroof, HID projector-beam headlights and LED taillights as standard equipment.

To meet the demands of the luxury customer, the new TL has grown slightly over its predecessor while simultaneously exceeding the previous TL's performance and handling. The 2009 TL is 157 mm (6.2") longer overall, 46 mm (1.8") wider and a modest 13 mm (0.5") taller to give it a noticeably roomier interior.

The wheelbase and track are also greater; wheelbase increases by 36 mm (1.4") and the track is up by 28 mm (1.1") in front and 46 mm (1.8") rear. The wider track improves cornering prowess while the longer wheelbase enhances ride comfort and interior space.

Further defining the 2009 TL is an all-new unit-body, which positions the frame rails inside (instead of underneath) the floor pan to provide a nearly flat body underside. This frame design improves overall structural strength for enhanced crash safety, while also reducing interior noise and improving aerodynamic efficiency – the reduction in drag in turn enhances fuel economy.

The new TL also uses a higher percentage (48 per cent) of high-strength steel to further improve structural strength while helping to reduce weight. To this end, aluminum is also used for the hood, front suspension subframe and rear suspension knuckles, while foam-filled body pillars help reduce noise in the cabin.

The new TL rides on double-wishbone front and multi-link rear suspension. Several new technologies further sharpen the TL's handling while significantly reducing noise, vibration and harshness (NVH) inside the car. These technologies include new dual-stage "blow off" style hydraulic dampers, new hydro-compliant bushings (for the engine, transmission, and select suspension components) and a new "smart" engine mount design.

The available Super Handling All-Wheel Drive[™] (SH-AWD[®]) TL has unique suspension tuning, more aggressive braking-force tuning, front-brake cooling ducts, and special tuning for the new driver-focused Electric Power Steering (EPS) system.

Standard on the 2009 TL are 17x8-inch cast aluminum wheels with Bridgestone Turanza P245/50R17 all-season tires. The available Technology Package has proprietary Michelin Pilot P245/50R17 all-season tires, while the TL SH-AWD[®] model includes 18x8-inch aluminum wheels with Michelin Pilot P245/45R18 rubber. Available as a dealer installed accessory on TL SH-AWD[®] models are optional 19x8-inch aluminum wheels with aggressive Michelin Pilot Sport PS2 245/40ZR19 94Y summer tires.

INTERIOR OVERVIEW

The new TL's driver-focused objective is strongly presented throughout the interior, where a new "dual personal" layout provides a feeling of separate personal space for the driver and front passenger. Sweeping shapes and high-quality materials provide a feeling of "intelligent luxury," while an array of standard and available electronics reward the TL occupants with top-flight audio, navigation and communications experiences. On the driver's side, all the controls and instruments are positioned intuitively, allowing the driver to focus on the driving experience while still enjoying Acura's substantial array of electronic aids and conveniences.

Luxury and technology are evident from the moment the TL doors are first opened and highlight Acura's commitment to providing the luxury customer a rewarding interior environment.

From the shape and feel of the door handles and the precision of the door-sill scuff plates, to the richly appointed leather seating and the ergonomic positioning of seat bolsters, armrests and controls, the 2009 TL is designed to connect with the luxury customer. But it is the remarkable range of standard features that do the convincing with features such as a 10-way power driver's seat (8-way power seat with 2-way lumbar support) and 8-way power passenger's seat, steering-wheel mounted F1®-style paddle shifters for the Sequential SportShift 5-speed automatic transmission, and an 8-speaker, 276-watt audio system with 6-disc CD changer, AM/FM radio, XM® Satellite Radio, Bluetooth® Audio, USB port and AUX jack connectivity, and HandsFreeLink® wireless telephone interface.

The available Technology Package adds electronic upgrades to the extensive list of standard luxury features, beginning with the Keyless Access System (with smart entry and push-button ignition) and luxurious full-grain perforated premium Milano leather seating surfaces.

Designed to integrate seamlessly with the TL driving experience, the electronic features continue with an Acura Navigation System with Bilingual Voice Recognition™, rearview camera and an all-new 8-inch full VGA high-resolution colour display. An interface dial complements powerful bilingual voice recognition capability that provides intuitive access to navigation, audio, climate control and other features. For the ultimate audio experience, the Technology Package includes an Acura/ELS Surround® 10-speaker, 440-watt premium sound system with DVD-Audio, DTS™, CD, AM/FM radio, XM® Radio, Bluetooth® Audio and a 2,500-song* hard disk drive (HDD) media storage.

*Approximate capacity

SAFETY OVERVIEW

There is no greater concern for the Acura Division than safety. This extends from safety for the driver and passengers of the new 2009 TL, the safety of occupants of other vehicles, and even the injury mitigation to pedestrians. The new TL provides this with a complement of the latest safety engineering and features.

TL's enhanced safety story begins with the introduction of an Advanced Compatibility Engineering™ (ACE™) body structure. Introduced to the Acura Division in the 2005 RL and now integrated into the TL for the first time, ACE™ better dissipates crash energy in a frontal collision through dedicated load-bearing frame structures, while also more precisely matching the TL with vehicles of different sizes and with different bumper heights during a frontal collision. By controlling the load pathways in this way, ACE™ helps preserve the integrity of the passenger compartment in a severe crash. With the application of the ACE™ body structure to the TL, the entire Acura lineup is now equipped with this revolutionary safety technology.

While ACE™ is the structural foundation for the TL's safety, its array of industry-leading passive safety technologies is equally important. The list begins with six airbags, including dual-stage, dual-threshold front airbags, new dual-chamber front seat side airbags, and side curtain airbags for outboard seating positions.

Safety features continue with 3-point seatbelts and head restraints for all seating positions, while the driver and front passenger also have front seatbelts with an automatic tensioning system with load limiters and an Active Head Restraint System. Rear-seat features include Lower Anchors and Tethers for Children (LATCH), which permits attachment of up to two child seats.

The TL offers superb accident-avoidance capabilities thanks to features like its double-wishbone front and multi-link rear suspension systems, new Electric Power Steering (EPS), 4-wheel disc brakes (with ABS, EBD and Brake Assist), Vehicle Stability Assist, standard all-season tires and available SH-AWD®. Additional exterior safety features include a deformable hood panel, hood hinges and windshield-wiper pivots to help mitigate pedestrian injuries.

The 2009 TL is designed to meet the latest U.S. crash-safety regulations, including the new FMVSS214 side crash (the 2009 TL meets this new regulation three years early) and new FMVSS301 rear crash regulations. Internal testing by Acura projects that the 2009 TL will achieve the highest ratings in both government National Highway Traffic Safety Administration (NHTSA)** and independent Insurance Institute for Highway Safety (IIHS) crash testing. Projected ratings include:

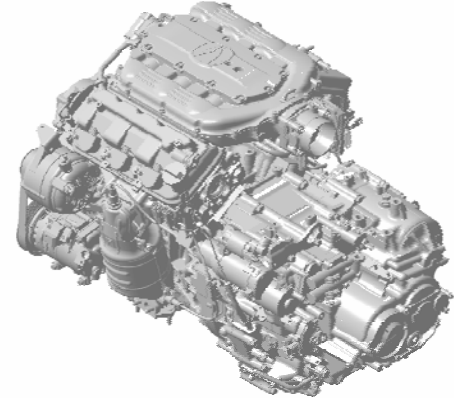
	Crash test	Projected Rating*
NHTSA	NCAP	5-Star
NHTSA	SINCAP	5-Star
IIHS	Frontal Offset	GOOD
IIHS	SICE	GOOD
IIHS	Headrest	GOOD

*Based on internal test results

**Government star ratings are part of the National Highway Traffic Safety Administration's (NHTSA) New Car Assessment Program (www.safercar.gov). Model tested with standard side-impact air bags (SABs).

POWERTRAIN OVERVIEW

The 2009 Acura TL and TL SH-AWD[®] are each fitted with a transversely mounted V-6 powertrain that has been engineered to meet the specific requirements of each TL model. The TL features an all-aluminum 3.5-litre V-6 with single overhead camshaft cylinder heads and 24 valves, with all intake valves actuated by the Acura VTEC[®] (Variable Valve Timing and Lift Electronic Control[®]) system. This compact and efficient engine produces 280 horsepower and 254 lbs-ft of torque. Compared to the previous generation TL's 3.2-litre engine, the 3.5-litre V-6 delivers 22 additional horsepower and 21 additional lbs-ft of torque.



The TL SH-AWD[®] is powered by a new 3.7-litre V-6 that shares many features with the 3.5-litre engine, but gains displacement through larger cylinder bores and increased stroke. With 305 horsepower and 275 lbs-ft of torque, the 3.7-litre engine is as powerful as some V-8s, and is the most powerful engine ever offered in an Acura. Compared to the previous generation TL Type-S 3.5-litre engine, the 2009 TL's 3.7-litre V-6 has gained 19 horsepower and 19 lbs-ft of torque. Similar to the 3.7-litre engine that now powers the 2009 RL sedan, the new TL SH-AWD[®] engine features a new VTEC[®] system which varies the exhaust valves as well as the intakes to contribute to elevated power output. The engine is even lighter than the 3.5-litre powerplant it replaces, due in part to the use of aluminum rather than iron cylinder liners.

Both engines reflect Acura's unwavering commitment to the environment with good fuel economy given their power output. All TL engines meet strict Canadian TIER 2 – BIN 5 and California CARB LEV II ULEV standards, and have close-coupled catalytic converters to ensure efficient cold-start emissions control.

The transmission in all versions is a new Sequential SportShift 5-speed automatic transmission with a new straight-gate style console-mounted shifter. For more spirited driving, a new "smart" F1-style steering wheel paddle shifter system is standard and now works when the transmission is in "Drive" rather than only in "Manual" mode as in the past. Grade Logic Control and revised shift programming refine driving feel and improve performance.

Since its original introduction, the TL has been exclusively a front-wheel-drive vehicle. Beginning with the fourth-generation 2009 model, an all-wheel-drive version joins the TL lineup. The 2009 TL SH-AWD[®] features Super Handling All-Wheel Drive[™], Acura's advanced drivetrain system that delivers quick, precise all-wheel-drive response.

SH-AWD[®] made its debut on the 2005 RL, and at its introduction it was the world's first all-wheel-drive system to distribute the optimum amount of torque not only between the front and rear axles, but also between the left and right rear wheels. The system's unique torque vectoring direct yaw control feature makes the 2009 TL SH-AWD[®] exceptionally neutral under power, for greater handling precision and control.

	2009 TL	2009 TL SH-AWD [®]
Engine	SOHC VTEC [®] (intake) V-6	SOHC VTEC [®] (intake and exhaust) V-6
Displacement	3.5-litre (3471 cc)	3.7-litre (3664 cc)
Compression ratio	11.2:1	11.2:1
Fuel type	Premium Unleaded, 91 octane	Premium Unleaded, 91 octane
Horsepower @ rpm	280 @ 6200	305 @ 6300
Torque @ rpm (lbs-ft)	254 @ 5000	275 @ 5000
Transmission	5 AT	5 AT
Estimated mileage (city/highway)	11.6 / 7.5 L/100km*	12.3 / 8.3 L/100km*
Emissions certification	TIER 2 – BIN 5	TIER 2 – BIN

*Preliminary fuel economy estimates determined by Acura. Final estimates not available at the time of printing. Use for comparison purposes only. Actual mileage will vary depending on how the car is driven and maintained

Powertrains at a Glance

Acura TL

- Front-wheel-drive
- 3.5-litre SOHC V-6 aluminum alloy engine
- 280 hp at 6200 rpm and 254 lbs-ft of torque at 5000 rpm
- 11.2:1 compression ratio
- Variable Valve Timing and Lift Electronic Control (VTEC[®]) on intake valves
- Dual-Stage induction system with lightweight magnesium intake manifold
- Cold-air intake system
- Integrated exhaust manifolds cast directly into the cylinder heads
- Drive-by-Wire[™] throttle system
- Sport-tuned exhaust system with dual tips
- Computer-controlled Programmed Fuel Injection (PGM-FI)
- Direct Ignition System
- Detonation/knock-control system
- Maintenance Minder[™] system
- 160,000-kilometer tune-up intervals*

*Does not apply to fluid and filter changes. Exact mileage is determined by actual driving conditions.

TL SH-AWD[®]

- SH-AWD[®] drivetrain for performance handling and all-season capability
- 3.7-litre SOHC V-6 aluminum alloy engine
- 305 hp at 6200 rpm and 275 lbs-ft of torque at 5000 rpm
- 11.2:1 compression ratio
- High-silicon aluminum cylinder sleeves cast directly into the cylinder block
- Variable Valve Timing and Lift Electronic Control (VTEC[®]) on both intake and exhaust valves
- Dual-stage induction system with lightweight magnesium intake manifold
- Cold-air intake system
- Larger throttle-body (69mm diameter versus 64mm) for the Drive-by-Wire[™] throttle system
- Integrated exhaust manifolds cast directly into the cylinder heads
- High-flow, sport-tuned dual exhaust system with four exhaust tips
- Computer-controlled Programmed Fuel Injection (PGM-FI)
- Direct ignition system
- Detonation/knock control system
- Maintenance Minder[™] system
- 160,000-kilometer tune-up intervals*

*Does not apply to fluid and filter changes. Exact mileage is determined by actual driving conditions.

Emissions (both engines)

- High-flow close-coupled catalytic converters plus under-floor catalytic converter
- High-capacity 32-bit RISC processor emissions control unit
- Meets strict Canadian TIER 2 – BIN 5 emissions standards

Fuel Economy**TL**

- Estimated fuel economy of 11.6 /7.5 L/100km* (city/highway)

TL SH-AWD[®]

- Estimated fuel economy of 12.3 / 8.3 L/100km* (city/highway)

*Preliminary fuel economy estimates determined by Acura. Final estimates not available at the time of printing. Use for comparison purposes only. Actual mileage will vary depending on how the car is driven and maintained

Noise, Vibration, and Harshness (NVH) control

- 60-degree cylinder V-angle for smooth running
- Automatically tensioned maintenance-free serpentine accessory belt drive
- Electric Power Steering (EPS) eliminates hydraulic pump noise
- Electronically controlled hydraulic engine mounts reduce vibration

Sequential SportShift 5-speed automatic transmission with paddle shifters and grade logic control

- Quick-response Sequential SportShift allows semi-manual operation
- New straight-gate style console-mounted shifter
- Steering-wheel mounted F1®-style paddle shifters
- Paddle shifters functional in Drive and Sport modes
- Coordination between Drive-by-Wire™ throttle system and transmission makes for quick, smooth shifts
- Wide gear-ratio spacing for quick acceleration combined with good fuel economy
- Advanced Shift Hold Control minimizes unwanted shifting during spirited driving
- Grade Logic Control system reduces gear “hunting” when climbing hills

Super Handling All-Wheel Drive™ (TL SH-AWD®)

- Fully automatic full-time traction and handling system
- Distributes torque between front and rear axles
- Distributes torque between left and right rear wheels
- Provides torque vectoring to directly control the yaw moment of the vehicle
- Capable of “overdriving” rear wheels to enhance handling
- Understeer is greatly reduced during hard cornering
- Increases overall cornering grip in dry and inclement weather

ENGINE ARCHITECTURE

The TL’s 3.5-litre V-6 engine uses an inherently smooth-running 60-degree V-angle. The cylinder block is constructed of aluminum and has cast-in iron cylinder liners. The cylinder heads are cast of lightweight aluminum and feature four valves per cylinder along with a unique 2-rocker VTEC® variable valve timing system, with variable lift for the intake valves. Power is enhanced with an 11.2:1 compression ratio, high-output port shapes, intake airflow enhancements, and a sport-tuned exhaust system.

While torque numbers are equivalent to the 3.5L in the outgoing Type-S, when compared to the previous 3.2L engine, the 3.5L produces 9- to 13-per cent more torque between 2,000 and 4000 rpm – the engine speed most commonly used in day-to-day driving. In addition to a high specific power output, the 3.5-litre V-6 delivers exceptional refinement and low emissions.

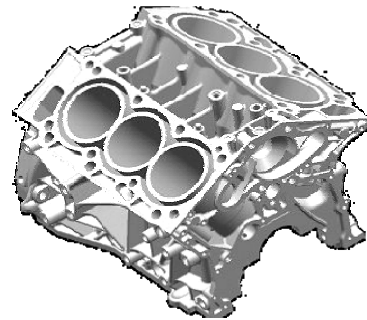
The 3.7-litre engine in the TL SH-AWD® is an enhanced version of the powerplant in the 2009 Acura RL, and it is the most powerful engine ever fitted to an Acura sedan. While dimensionally similar to the compact 3.5-litre TL engine, the 3.7-litre employs aluminum (rather than iron) cylinder liners for weight savings and improved cooling. Its VTEC® variable valve timing system features variable lift and timing for both intake and exhaust valves. Increases in intake airflow and compression ratio, combined with a high-flow exhaust system using close-coupled catalytic converters and dual exhaust pipes with four exits, help make the TL SH-AWD® engine the most powerful engine that Acura has ever offered.

ENGINE BLOCK

Both the 3.5-litre TL engine block and that of the 3.7-litre TL SH-AWD[®] are constructed of lightweight die-cast aluminum. The 3.5-litre engine has thin-wall iron liners that are made in a centrifugal spin-casting process that ensures high strength and low porosity. The rough outer surface of these liners makes an effective bond with the aluminum block, enhancing block stiffness and heat transfer from the liners to the block.

The 3.7-litre TL SH-AWD[®] cylinder liners are made of high-silicon aluminum and are cast directly into the aluminum block. The hard piston ring sealing surface of the liners is created during manufacturing with a mechanical etching process that exposes silicon particles embedded in the sleeves.

The aluminum sleeves provide better cooling thus allowing closer piston-to-cylinder clearance than iron liners afford. The alloy liners also improve heat dissipation in the area between adjacent cylinder bores, allowing the SH-AWD[®] engine to have larger cylinder bores, even though its bore-centre dimensions (the distance between the centers of adjacent bores) remain unchanged.



Both the 3.5-litre and the 3.7-litre cylinder blocks are heat-treated for strength and have deep-skirt designs with four bolts per bearing cap (providing excellent structural support for the crankshaft), thus minimizing engine noise and vibration.

CRANKSHAFT/CONNECTING RODS/PISTONS

The 3.5-litre engine of the TL and the 3.7-litre engine of the TL SH-AWD[®] both employ robust forged-steel crankshafts for high strength and minimum weight. On both engines, forged aluminum pistons are cooled with oil spray directed up to the underside of the piston crowns, making possible the high 11.2:1 compression ratio. The connecting rods are steel forgings for high strength, and are “crack separated,” a unique process in which the bearing caps are broken away from the rod rather than machined separately. This process forms a lighter, stronger connecting rod with perfect mating surfaces.

CYLINDER HEADS/VALVES

Both the 3.5-litre and the 3.7-litre engines have lightweight aluminum cylinder heads that are pressure cast for high accuracy and low porosity. To save weight and reduce parts count, these cylinder heads have uniquely integrated exhaust-port castings that provide optimal positioning for close-coupled catalytic converters, one on each cylinder bank. This design results in more rapid “light off” of the catalytic converters on cold start-up for reduced start-up emissions. The cylinder heads are sealed against the block with a special 3-layer shim-type head gasket.

Each cylinder head uses a single camshaft, turned by an aramid-fiber reinforced toothed belt drive for long service life. Compared to the camshafts used in the 2009 MDX's 3.7L V-6, the 2009 TL's 3.7L camshaft lobes deliver more lift (4 per cent more on intake, 10 per cent more on exhaust), more valve opening duration (4 per cent more on intake, 14 per cent more on exhaust), and increased intake/exhaust valve overlap. Compared to the camshafts in the 2009 RL's 3.7L V-6, valve timing has been optimized for the TL's exclusive intake and exhaust systems.

Intake port design on the 3.7-litre SH-AWD[®] engine has been improved enough that the new ports alone add seven horsepower over earlier designs. Compared to the earlier 3.5-litre, intake valve weight has been reduced 13 per cent due to removal of material from the valve head.

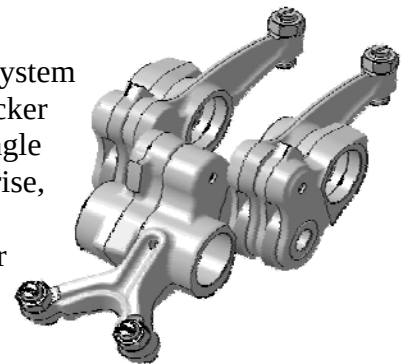
VTEC[®] (VARIABLE TIMING AND LIFT ELECTRONIC CONTROL)

The 3.5-litre TL engine uses the VTEC[®] system, providing strong low-speed torque, crisp throttle response, and enhanced high-rpm power. This is achieved by providing reduced intake valve lift and duration at low engine speeds for good torque, with increased valve lift and duration at higher speeds for optimum power. With the VTEC[®] system, both intake valves are controlled by a single low-speed camshaft lobe.

At 4750 rpm, the Powertrain Control Module (PCM) electronically triggers the opening of a spool valve that routes pressurized oil to small pistons within the intake valve rocker arms. Moved by this pressurized oil, these pistons lock together each cylinder's intake rocker arms, which then follow in unison a single high-lift, long-duration cam lobe. Intake valve lift and opening duration are adjusted according to engine speed, resulting in the 3.5-litre TL having a broad torque curve as well as superior power at peak rpm.

The 3.7-litre engine in the TL SH-AWD[®] features a further refined version of the Acura VTEC[®] system, which made its sedan debut on the 2009 RL. This system provides two-mode control of the exhaust as well as the intake valves, so all 24 of the engine's valves are VTEC[®] controlled. Moreover, operation of all the engine's valves are controlled for optimal volumetric efficiency, air/fuel mixing, burn rate, and exhaust flow.

The big 3.7-litre engine has the same VTEC[®] intake valve control system as the 3.5-litre engine, but adds a unique new multi-arm VTEC[®] rocker arm system for the exhaust valves. Both exhaust valves follow a single low-lift, short-duration cam profile at low engine rpm. As the revs rise, pressurized oil (controlled by the PCM) activates small pistons that locks the exhaust valve rocker to a corresponding high-speed rocker arm, which then follows a single high-lift, long-duration cam lobe.



On the 3.7-litre engine, the transition to high-speed mode occurs at 4700 rpm, where intake valve lift increases 28 per cent and exhaust valve lift increases 10 per cent. Valve opening duration increases 35 per cent on the intake side and 11 per cent on the exhaust side, increasing valve overlap by 47 per cent over the intake-only VTEC[®] system. The new VTEC[®] system provides more power and torque, improved emissions and better fuel economy. Plus, the new VTEC[®] hardware offers greater durability and features roller cam followers to decrease frictional losses.

DRIVE-BY-WIRE™ THROTTLE SYSTEM

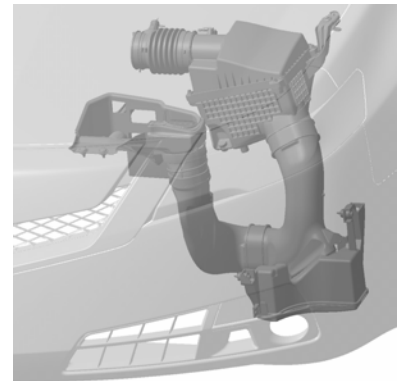
The TL and the TL SH-AWD® do not use conventional mechanical throttle linkages, but instead employ sophisticated electronics to provide the connection between the throttle pedal and the engine's throttle-body. The result is more accurate and precise throttle control, along with less clutter and reduced weight under the hood. By programming such factors as “gain” and “tip-in” into the throttle actuation, engine response and drivability can be tailored to suit specific driving conditions. The 3.5- and 3.7-litre engines use different drive-by-wire throttle curves to suit the characteristics of each powertrain.

Acura's high-tech Drive-by-Wire™ throttle system monitors pedal position, throttle-body opening, engine rpm, and road speed to establish driving conditions in real time, and this data is used to define the throttle control sensitivity necessary to provide the predictable and responsive feel corresponding to driver expectations.

The Drive-by-Wire™ throttle system also helps integrate engine functions with the Vehicle Stability Assist™ (VSA®) and traction control system. To smooth downshifts, the system is programmed to “blip” the throttle to help match engine speed to gear speed within the Sequential SportShift automatic transmission.

COLD AIR INDUCTION SYSTEM

The TL and TL SH-AWD® use new design cold air induction systems that pull intake air from the left side of the grill, ahead of the radiator, ensuring that incoming air is as much as 18 degrees C (65 degrees F) cooler than air in the engine compartment. Cool air is denser and contains more oxygen per volume than warmer air, allowing the engine to make more power. Carefully designed ducting routes fresh air to the air cleaner assembly and then to the throttle-body. The 3.5-litre engine has a 64-mm diameter throttle-body, while the 3.7-litre engine uses a new 69-mm diameter throttle-body for a 12 per cent flow increase.



PROGRAMMED FUEL INJECTION (PGM-FI)

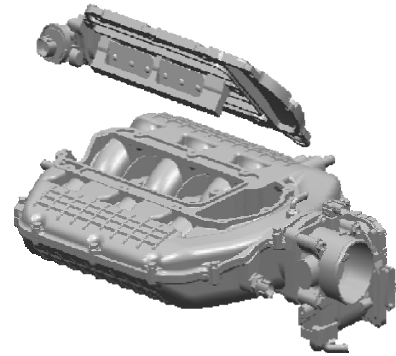
The Programmed Fuel Injection (PGM-FI) system continuously tracks many engine parameters including crankshaft and camshaft positions, throttle position, intake air temperature and mass flow rate, engine coolant temperature, and manifold pressure – and airflow volume – and then the system adjusts fuel delivery accordingly to deliver the best combination of power, fuel economy and low emissions.

MULTI-HOLE FUEL INJECTORS

Special multi-hole fuel injectors mounted in the lower intake manifold spray directly toward the intake ports. The multi-hole injector design means that fuel droplet size is reduced for better fuel atomization, resulting in improved cold weather start-up, better fuel economy and higher horsepower.

2-PIECE DUAL-STAGE INTAKE MANIFOLD

Both TL models feature a dual-stage intake manifold made from lightweight magnesium. The manifold works together with VTEC[®] to improve low-speed torque with no sacrifice in high-rpm power. Divided into two banks feeding three cylinders per bank, the manifold has two Powertrain Control Module-controlled butterfly valves located between each bank. These valves are closed at low engine speed, which reduces the operating volume of the plenum and increases the effective length of the inlet passages. The result is maximum resonance effect and amplification of pressure waves within each half of the manifold at lower engine speeds, significantly increasing cylinder filling and thus low rpm torque. The open ends of the intake runners are also flared into a “trumpet” shape, as on racing engines, to further improve airflow.



At higher engine speeds (3950 rpm with the 3.5-litre, and 4000 rpm with the 3.7-litre) the butterfly valves open, connecting the two halves of the manifold, increasing its effective volume and increasing the mass of air rushing down each intake passage. The inertia of this increased air mass forces more charge into each cylinder for better cylinder filling, increasing torque at high rpm. The manifold's two modes further complement the changes in low and high speed running made possible by the VTEC[®] system. Both the 3.5-litre and 3.7-litre intake manifolds are fitted with a specially-cast top plate featuring a machined Acura logo.

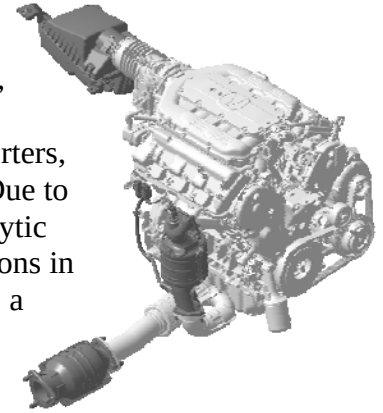
DIRECT IGNITION AND DETONATION-KNOCK CONTROL

Because accurate spark timing is crucial for best power and torque output as well as reduced emissions, the Powertrain Control Module (PCM) continually monitors several engine parameters to determine optimum spark timing in all conditions.

Additionally, a block-mounted acoustic detonation (knock) sensor “listens” to the engine, sending information about potentially damaging detonation to the PCM, which then incrementally retards ignition timing to help prevent damage. The ignition system is complemented by coil units positioned directly above each iridium alloy-tipped sparkplug, which require no scheduled service prior to 160,000 kilometers of use.

HIGH-FLOW EXHAUST SYSTEM WITH CLOSE-COUPLED CATALYTIC CONVERTERS

The TL 3.5-litre and TL SH-AWD[®] 3.7-litre engines both have exhaust manifolds that are cast directly into the cylinder heads for reduced weight, parts count and bulk. Attached directly to the cylinder heads are high-efficiency catalytic converters. The 3.5-litre engine has 900-cell/in² converters, while the 3.7-litre engine has more free-flowing 600-cell/in² converters. Due to closer-than-normal proximity to the exhaust ports, the close-coupled catalytic converters “light off” very quickly after the engine starts, reducing emissions in the critical start-up mode. To ensure optimum flow and low backpressure, a hydroformed two-into-one collector connects the close-coupled catalytic converters to the main 350-cell under-floor catalytic converter.



Downstream of the under-floor converter, the 3.5-litre engine has a single pipe that splits to a pair of resonators, each with a final high-performance muffler and rectangular exhaust tip. Exhaust flow has been increased by 1.5 per cent compared to the previous TL 3.2-litre engine.

The 3.7-litre SH-AWD[®] engine has a special high-flow exhaust system that splits just past the under-floor catalytic converter. To provide clearance for the all-wheel-drive rear-mounted differential, one exhaust pipe is routed on each side of the driveshaft and feeds into a high-flow muffler on each side of the TL. Dual outlets on each side (a total of four) give the TL SH-AWD[®] a unique appearance. The SH-AWD[®] system has a substantial increase in flow of 17 per cent versus the previous TL Type-S system. In keeping with its performance character, the 3.7-litre SH-AWD[®] system is also tuned to have a sportier, more aggressive exhaust note above 3000 rpm than does the 3.5-litre TL.

EMISSIONS CONTROL

Both the TL 3.5-litre engine and the TL SH-AWD[®] 3.7-litre engine have gained power and torque over their previous counterparts with no increase in emissions. Both meet stringent Canadian TIER 2 – BIN 5 and California’s CARB LEV II ULEV emission standards, and are certified to this standard for 190,000 kilometers of service.

Acura’s advanced technologies contributing to this performance are the close-coupled catalytic converters which light-off quickly on start-up, an increased amount of EGR gas recirculated into the engine, and an advanced 32-bit RISC microprocessor within the Powertrain Control Module (PCM) that boosts computing power to improve the precision of fuel and spark delivery at all engine speeds and conditions. Particularly in the critical post-startup mode, the high-efficiency multi-hole fuel injectors deliver better fuel atomization for lower emissions.

Both 2009 TL engines feature Programmed Fuel Injection (PGM-FI) that continually adjusts fuel delivery to achieve the best combination of power, fuel mileage, and low emissions.

ONE-TOUCH STARTER SYSTEM WITH HIGH-POWERED STARTER

The TL 3.5-litre and TL SH-AWD[®] 3.7-litre engines both feature a new starter with 18 per cent more power to crank the engine. In addition, they features a one-touch system that automatically maintains starter engagement until the engine has started. For both TL models, the driver simply activates the starter switch once (or pushes the START/STOP button if it is equipped with the Technology Package) and needs not hold the switch in the Start position. The system starts the engine and disengages the starter automatically.

NOISE, VIBRATION AND HARSHNESS (NVH) CONTROL

The TL and TL SH-AWD[®] powertrains are designed to effectively control Noise, Vibration and Harshness (NVH). Cylinders with 60-degree V-angles, high-rigidity die-cast engine blocks, strong forged-steel crankshafts, die-cast accessory mounts and stiff cast aluminum engine oil pans, low engine NVH is ensured. The induction and exhaust systems have been designed to emit a refined and quiet tone at low speeds, with a sporty “growl” above 3000 rpm.

Electronically Controlled Mounts (ECM) at the front and rear of the transversely oriented engine block have two firmness settings that are softer at low speeds and firmer as engine speed rises.

160,000-KILOMETER TUNE-UP INTERVAL

All TL models are exceptionally low-maintenance automobiles. With features like Iridium alloy-tipped spark plugs and the space-saving, self-tensioning serpentine accessory drive belt, these engines require no scheduled maintenance until 160,000 kilometers (100,000 miles), exclusive of periodic inspections and normal replacement of fluids and filters. The first scheduled service at 160,000 kilometers includes valve adjustment, timing belt replacement, and water-pump inspection. Note that 160,000-kilometer tune-up interval does not apply to fluid and filter changes. Exact mileage is determined by actual driving conditions.

ENGINE COMPARTMENT COVER

To provide a clean appearance while highlighting the engine, both the TL and TL SH-AWD[®] have integrated five-piece engine compartment covers that conceal accessory systems. The engine itself is visible, and is handsomely finished to eliminate the need for cosmetic covers.

MAINTENANCE MINDER[™]

The TL and TL SH-AWD[®] have Maintenance Minder[™] systems to monitor operating conditions and to alert the driver should maintenance be required. When the ignition is first turned on, the Multi-Information Display (MID) located between the tachometer and speedometer shows maintenance information, if required. To avoid driver distraction, the display is not shown while driving. MID indicates the remaining percentage of engine oil life, and indicates when service is due with a “wrench” icon. A percentage-based countdown to the next service is displayed when

the car is within 15 per cent of the end of the service interval. The type of service required is shown in an alphanumeric code, and if a service is missed, the MID indicates its urgency by showing past-due mileage.

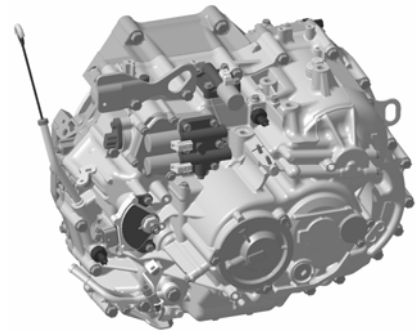
The owner-resettable system monitors all normal service parts and systems including oil, oil filter, tire rotation, air cleaner, automatic transmission fluid, rear differential fluid (on SH-AWD[®] model), spark plugs, timing belt, coolant and is designed to eliminate unnecessary maintenance, reduce environmental impact and expenses, and ensure long component and vehicle life.

SEQUENTIAL SPORTSHIFT 5-SPEED AUTOMATIC TRANSMISSION

To maximize driver control, acceleration and fuel economy, both the TL and the TL SH-AWD[®] are equipped with a 5-speed automatic transmissions featuring Sequential SportShift with F1[®]-style steering wheel mounted paddle shifters and Grade Logic Control.

The TL's 5-speed automatic transmission now incorporates new low-drag clutches in Second through Fifth gears and has increased torque capacity.

Similar to the 2009 RL, the transmission in the TL SH-AWD[®] has a more robust case, larger shafts, larger gear clutches with low-drag friction material, and a new torque converter and lock-up assembly that contribute to low maintenance and high durability. An external transmission cooler is standard with SH-AWD[®]. There is no scheduled maintenance for the transmission until 190,000 kilometers. The Acura transmission has the widest gear-ratio spread of any 5-speed transmission in the class, providing strong acceleration in lower gears and relaxed, fuel-efficient cruising.



Both transmissions are controlled by the new straight-gate console-mounted shifter or by a new “smart” steering wheel paddle shifter system that now works whenever the transmission is in Drive. Formerly, the paddles on the TL Type-S worked only in the Manual mode. Grade Logic Control is paired with revised shift programming to provide improved performance and crisper driving feel.

In Manual shift mode, both transmissions deliver improved performance as a result of revised shift map programming. During upshifts, the transmissions hold Third and Fourth gears longer into the engine's rpm range for improved acceleration. On downshifts, new shift logic generates up to 24-per cent quicker response, with a racing-style “blip” of the throttle to help match gear speeds. Transmission-fluid line pressure releases the previous gear more quickly, and the next gear's clutch pack line pressure is applied more aggressively for quicker engagement.

Automatic Mode

The Sequential SportShift transmissions in both the TL and TL SH-AWD[®] can be operated in a conventional fully automatic mode with the new console-mounted straight-gate shifter. In automatic mode, the transmission incorporates an advanced Grade Logic Control System and Shift Hold Control, both of which reduce unnecessary shifting and gear hunting.

Shift Hold Control keeps the transmission in its current (lower) gear ratio when the throttle is quickly released and the brakes are applied, as in the case of decelerating on corner entry. Such shift hold control leaves the chassis undisturbed by excess shifting and ensures that power will be immediately available (without a downshift) on corner exit.

While traveling up or down hills, Grade Logic Control alters the transmission's shift schedule to reduce shift frequency and improve speed control. A shift map in the transmission computer continually measures throttle position, vehicle speed and acceleration/deceleration, and then determines when the car is on a hill. The shift schedule is then adjusted to hold the transmission in lower gears to boost climbing power or to provide engine braking when traveling downhill.

Whether in Sport or Drive, new "smart" logic programming allows the use of the steering-wheel-mounted paddle shifters. When operated in Drive, the transmission returns to its normal fully automatic Drive mode if further paddle shift inputs are not made within a short time.

Manual Mode

By moving the center console mounted selector lever rearward to a detent labeled "S," the transmission is shifted into Sport mode, where the transmission operates exclusively via F1[®]-style paddle shifters mounted on the steering wheel. A digital display in the tachometer face indicates which gear the transmission is in. Heightening driver control and involvement, dedicated shift logic in Sport mode delivers quicker shifts than in fully automatic mode.

To prevent damage to the powertrain when the transmission is in Sport mode, special features in transmission and engine programming alter shift logic in Second, Third and Fourth gears. The Powertrain Control Module (PCM) can also cut off engine fuel flow to prevent over-revving.

If fuel cutoff alone is insufficient to prevent over-revving, as when the vehicle is on a steep downhill, the transmission will automatically upshift to prevent damage. On downshifts, the transmission will not execute a driver command that will over-rev the engine. For improved stop-and-go performance and to prevent "lugging" the engine, the new Sequential SportShift transmission will automatically downshift to First gear even though the transmission has been left in a higher gear as the vehicle comes to a stop, to prevent "lugging" the engine.

STRAIGHT-GATE SHIFTER ASSEMBLY

The new straight-gate shifter, located in the center console, is a more intuitive, easy-to-use design and takes up less console space. The shifter allows the driver to choose D, using First through Fifth gears, or D3, which activates the Sport mode and allows gear selection via F1[®]-style paddle shifters mounted on the steering wheel.

COOPERATION BETWEEN TRANSMISSION AND DRIVE-BY-WIRE™ THROTTLE SYSTEM

Shift speed and smoothness are enhanced as a result of cooperation between the Drive-by-Wire™ throttle system and the electronically controlled Sequential SportShift transmission. During upshifts and downshifts, the engine can be throttled by the engine management system, reducing peak forces (shift shock) on transmission components, thus improving component reliability and decreasing driveline harshness.

SUPER HANDLING ALL-WHEEL DRIVE™ (SH-AWD®)

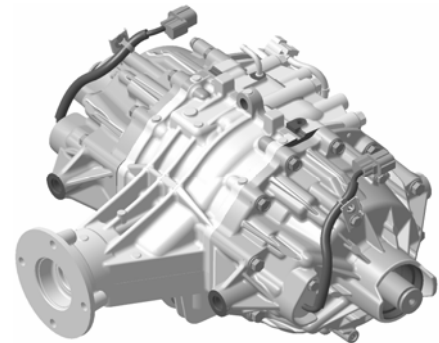
The 3.7-litre TL SH-AWD® features Acura's Super Handling All-Wheel Drive™, which progressively distributes optimum torque not only between the front and rear axles but also between the left and right rear wheels. The benefits of the system are not only superior all-weather traction but neutral, accurate steering under power that is unmatched by front drive, rear drive or conventional all-wheel-drive systems. The 2009 Acura TL SH-AWD® system is similar to the systems used in the Acura RDX and MDX.

By utilizing torque vectoring, and by rotating the outside rear wheel faster than the front axle speed while cornering, SH-AWD® helps to turn the vehicle through the corner—thus reducing understeer and improving handling balance and controllability. With cornering forces more evenly distributed between front and rear tires, overall cornering grip is increased. Also, instead of using only the steering angle of the front tires to turn the vehicle, the TL SH-AWD® adds additional torque through the outside rear tire to create a “yaw moment” that reduces understeer.

Vehicles with high power ratings using conventional front or rear drive systems generally use a limited-slip differential to maintain traction under power. By linking inside and outside drive wheels, these systems tend to resist turning and to increase understeer - working against the front tires as they attempt to turn the vehicle. Conventional AWD systems similarly work to link the inboard and outboard tires and the front and rear axles and also create resistance to turning. Using torque vectoring to help turn the vehicle, SH-AWD® creates a more responsive, neutral and predictable platform while retaining the usual benefits of all-wheel drive.

Electronic Controls and Parameters

The control logic for SH-AWD® is integrated with the TL's Vehicle Stability Assist™ (VSA®) ECU. The Powertrain Control Module (PCM) provides information on engine rpm, airflow, and transmission gear-ratio selection, while the VSA® ECU provides wheel-speed data. The SH-AWD® ECU also monitors steering angle, lateral G-forces, yaw rate, and electromagnetic clutch engagement for the right and left rear axle shafts. Drive torque is calculated from Powertrain Control Module (PCM) information, and then the acceleration situation, wheel spin, lateral G forces and steering angle are used to determine the front-to-rear torque distribution and the torque split between right and left rear wheels.



SH-AWD[®] operating parameters include:

- Up to 90 per cent of available torque can be transferred to the front wheels during normal cruising.
- In hard cornering and under acceleration, up to 70 per cent of available torque can be directed to the rear wheels to enhance vehicle dynamics.
- Up to 100 per cent of the torque sent to the rear axle can be applied to either rear wheel, depending on conditions.

SH-AWD[®] System Layout

The TL SH-AWD[®] is a full-time all-wheel-drive system that requires no driver interaction or monitoring. A torque-transfer unit is bolted directly to the front-mounted transaxle. The torque-transfer unit receives torque from a helical gear that is attached to the front differential's ring gear, and a short horizontal shaft and hypoid gear set within the torque-transfer unit's case send power to the rear propeller shaft, which in turn transfers power to the rear drive unit.

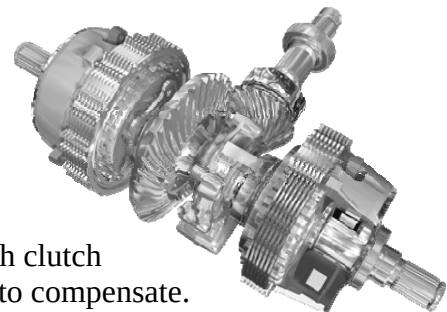
The TL SH-AWD[®] rear drive unit is constantly overdriven by 1.7 per cent and the resulting overdrive effect is regulated by left and right electromagnetic clutch packs which independently control the power delivered to each rear wheel.

Direct Electromagnetic Clutch Systems

Two direct electromagnetic clutch systems mounted on either side of the hypoid gear that drives the rear axle control the amount of torque sent to each rear wheel and provide a limited-slip differential function when needed. The clutches can be controlled as a pair to alter front/rear torque split or they can be controlled independently to allow 100 per cent of rear axle torque to go to just one rear wheel.

An electromagnetic coil modulates the pressure controlling each clutch pack, which changes the speed of the sun gear within a planetary gear set and controls the torque sent to the wheel. Electromagnetic control of the clutches permits torque delivery to each rear wheel to be proportioned in an exceptionally quick and precise manner, which reduces wheel-slip in low-traction conditions.

The clutch packs and their friction material are carefully designed to withstand the small amount of continuous slip between front and rear axles created by the 1.7 per cent speed differential while delivering the durability expected of an Acura product. Through an oil-temperature sensor, the Powertrain Control Module (PCM) monitors the clutch-plate coefficient of friction (which changes with temperature) in each clutch pack and then adjusts the voltage to each electromagnetic coil to compensate. As kilometers accumulate, the PCM uses data from a feedback loop to adjust the voltage supplied to the electromagnetic coils to compensate for any clutch wear, ensuring optimal and consistent transmission of torque.



BODY OVERVIEW

The new 2009 TL's dynamic and bold styling was designed at the Acura Design Studio in Torrance, California. The design team wanted the TL's exterior styling to not only be emotional, but to reflect the exhilarating driving experience that would be realized behind the wheel. The new TL also uses the latest materials and technologies to help reduce weight, increase strength and enhance aerodynamic performance.

DESIGN CONCEPT

The exterior design of the TL uses a principal that the design team refers to as "Motion Surface." Simply put, this term expresses the feeling of motion in the surface of the vehicle even when the TL is at rest. The body uses character lines that divide the TL's sides into lower, middle and upper areas, with each catching the light differently while presenting a dynamic and strong athletic shape. As well, the character lines lead the eye along the body side from front to rear, enticing the viewer to take in the whole car and explore and discover its many design details.

The Acura "power plenum" grille has a platinum-like finisher that appears to be cut from solid billet that "floats" in front of the car. Beneath the finisher is a diamond-pattern black grille opening that adds an aggressive sports-car look. A satin grille surround further accentuates the opening. Below the bumper, two large openings on the front fascia house fog lamps, turn signals (and on the SH-AWD[®] model) front brake cooling ducts. The 2009 TL is the third sedan in the Acura lineup to receive the new Acura signature grille, after the new 2009 TSX and redesigned 2009 RL.

Aggressive front wheel arches and dramatic character lines set a confident and muscular tone for the TL's body side. In addition, the headlight and taillight arrays, which sweep aggressively around each corner of the body, further add character. Below the taillight array are large red reflectors that add style as well as safety. Below the trunk lid is a satin finisher with stylized cues echoing the front finisher.

Acura TL Exterior Features:

- HID projector low-beam headlights and halogen high-beam headlights
- Auto-function front headlights with daytime running lights (DRL)
- Front fog lamps
- 17x8-inch aluminum alloy wheels
- Bridgestone Turanza EL400 P245/50R17 M+S tires
- Power tilt/slide moonroof
- Power windows, door locks and heated outside mirrors
- Auto up/down front windows with auto-reverse and key-off operation
- In-glass radio antenna
- Dual exhaust finishers

Technology Package Exterior Features:

- Michelin Pilot HX MXM4 P245/50R17 M+S tires
- Keyless Access System (with smart entry and pushbutton ignition)
- Rear trunk-lid spoiler
- Rearview camera
- Chrome accented door handles

SH-AWD[®] Exterior Features

- 18x8-inch aluminum alloy wheels
- Michelin Pilot HX MXM4 P245/45R18 M+S tires
- Front-brake cooling ducts
- SH-AWD[®] trunk emblem
- Quad exhaust finishers

Optional Exterior Features for TL SH-AWD[™] with the Technology Package:

- 19x8-inch aluminum alloy wheels
- Michelin Pilot Sport PS2 245/40ZR19 (summer tires)

NEW LARGER SIZE

In keeping with its mission of providing even more performance, agility and comfort, the 2009 Acura TL increases in size compared to the previous-generation TL.

For improved interior roominess, handling stability and ride quality, the 2009 TL has a longer wheelbase and a wider track. Wheelbase is up 35 mm (1.4") to 2775 mm (109.3") from 2740 mm (107.9"), while the track increases 28 mm (1.1") to 1605 mm (63.2") in front and 44 mm (1.8") to 1620 mm (63.8") at the rear.

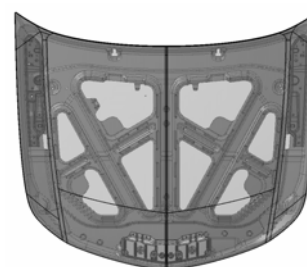
Overall length is up 152 mm (6.2") to 4961 mm (195.3"), overall width is up 4 mm (1.8") to 1880 mm (74.0"), and height rises 11 mm (0.5") to 1452 mm (57.2"). The wider track pays dividends in both cornering ability and interior roominess, while the longer wheelbase increases ride comfort as well as interior roominess. The new TL offers more interior passenger volume (2781 L vs. 2772 L) than the outgoing model.

Acura TL Specifications Comparison			
	2009 Acura TL	2008 Acura TL	Difference
Overall length, mm	4961 (195.3")	4809 (189.3")	+ 152
Overall width, mm	1880 (74.0")	1834 (72.2")	+ 46
Overall height, mm	1452 (57.2")	1441 (56.7")	+ 11
Wheelbase, mm	2775 (109.3")	2740 (107.9")	+ 35
Track, Front, mm	1605 (63.2")	1577 (62.1")	+ 28
Track, Rear, mm	1620 (63.8")	1576 (62.0")	+ 44
Passenger volume, L	2781	2772	+ 9
Cargo volume, L	371	354	+ 17
Total interior volume, L.	3152	3126	+ 26
Wheels	17x8-inch	17x8-inch	19x9-inch
Tires, standard	P245/50R17 All-season		
Tires, 2WD Technology Package	P245/50R17 All-season		
Tires, SH-AWD®		P245/45ZR18 All-season	
Tires, optional (Dealer installed accessory)			245/40ZR19 Summer only

WEIGHT REDUCTION STRATEGIES

Despite its larger size and higher overall content level, at 1,682 kg (3,708 lbs) the base 2009 Acura TL increases just 39 kg (85 lbs) in curb weight compared to the previous model. The new TL SH-AWD® has a curb weight of 1,801 kg (3,970 lbs).

Part of the reason for the minimal increase in weight is due to the widespread use of high-strength steel in key structural areas, lightweight yet ultra high-strength hot-stamped steel for the B-pillars and doorsills, as well as an aluminum hood, front suspension subframe, rear suspension knuckles and steering hanger beam. Over 8 kg (18 lbs) were saved in the TL's unit-body construction alone.



FRAME RAIL SYSTEM

The 2009 TL is the second Acura (along with the TSX) to use an advanced new unit-body frame rail system. With this new system, the stamped steel frame rails are positioned above and inside the body structure floor (rather than underneath it) to create a nearly flat body underside. This design results in improved structural strength for safety, reduced interior noise from turbulent air flowing underneath the car, and better aerodynamic efficiency for improved fuel mileage and more interior space. The new frame rail design does not compromise interior room and improves crash safety. (Please see Safety section for more information.)

ADVANCED COMPATIBILITY ENGINEERING™ (ACE™) BODY STRUCTURE

Advanced Compatibility Engineering™ (ACE™) represents a groundbreaking change in the way Acura unit-bodies are constructed. Now a standard feature on every new Acura, ACE™ maximizes the body's ability to disperse crash energy in a frontal collision by directing collision forces along predetermined load pathways. One of most important benefits of the design is that crash energy can be dispersed with less affect on the structural integrity of the passenger cabin. Another important ACE™ characteristic is how it allows the TL to interface better with larger or smaller vehicles in a frontal collision, further protecting both the TL passengers as well as those in the other vehicle. (Please see Safety section for more information.)

Based on internal testing, the 2009 Acura TL is projected to earn top crash ratings. These include 5-Star ratings* for frontal NCAP and side SINCAP tests from the National Highway Traffic Safety Administration (NHTSA) and GOOD ratings for offset frontal, side and headrest tests from the Insurance Institute for Highway Safety (IIHS). (Please see Safety section for more information.)

*Government star ratings are part of the U.S. National Highway Traffic Safety Administration's (NHTSA) New Car Assessment Program (www.safercar.gov). Model Tested with side-impact air bags (SABs).

HIGH-STRENGTH SHEET STEEL

Along with new engineering techniques, the 2009 TL also has widespread use of high-strength sheet steel, which provides benefits in ride, handling and overall durability. The new TL uses five different types of high-strength steel, including ultra high-strength hot-stamp steel that is heated before it is stamped into shape for the front unit-body rails, doorsills, B-pillar and side roof rails. A total of 47.6 per cent of the steel used in the new TL is high-strength steel. Hot-stamp steel and 980 grade high-strength steel, two premium types of steel, are used by Acura for the first time in the 2009 TL.

STRUCTURAL RIGIDITY

The 2009 Acura TL is 15 per cent more rigid overall than its predecessor in key areas, which directly improves handling agility, ride quality, interior quietness and overall durability. Specific rigidity advancements include:

- 41 per cent greater rear vertical rigidity
- 17 per cent greater front lateral rigidity

BUMPERS

Aluminum front and rear bumper beams help the 2009 TL meet the most rigid crash test standards, while also helping to reduce vehicle mass for improved performance and fuel economy. In front, the bumper beam is tied into an ACE™ beam structure that helps equalize the height disparity between large and small cars, resulting in better attenuation of crash energy during a frontal collision. Stylized plastic bumper fascias are an integral part of the TL styling.

The TL SH-AWD® receives a unique front bumper fascia that incorporates special vent openings and ducts to cool the front disc brakes. In addition, the TL SH-AWD® employs the 3.7L V-6's dual-exhaust system capped with quad stainless-steel tips (the TL with 3.5-litre V-6 has two exhaust tips).

PROJECTOR-BEAM HID HEADLIGHTS

The new 2009 TL has Xenon high intensity discharge (HID) projector-style low-beam headlights as standard equipment. The primary operational benefit of projector headlights is a bright and precisely focused light beam for confident nighttime driving, but they also provide an aggressive and technical appearance.

Halogen high beams are mounted inboard of the projector beams, and offer further nighttime driving confidence with a crisp, bright and focused beam. The halogen high-beams serve double duty as the daytime running lights (DRL) by operating at a lower voltage. The headlight arrays are protected by flush impact-resistant covers that blend sleekly into the TL's front fascia, hood and fenders, and include wraparound amber side reflectors that are visible from both the front and sides of the vehicle. Fog lamps are integrated into an opening below the front bumper that also includes air inlet ducts for additional front brake cooling on the SH-AWD® model. LED lighting is used for the taillights, centre high-mounted stop light (CHMSL) and the exterior mirror-mounted auxiliary turn signals.

ALUMINUM ALLOY WHEELS

Standard on the TL are 17x8-inch cast aluminum alloy wheels with 10 crisply designed spokes, a silver paint finish and black Acura emblem showcased in a composite center cap. The TL SH-AWD[®] features unique 18x8-inch 5-spoke aluminum alloy wheels finished in dramatic and exclusive silver finish and featuring a premium spun-aluminum center cap replete with black Acura emblem. Optional for the TL SH-AWD[®] with the Technology Package are 19x8-inch aluminum-alloy wheels featuring a 10-spoke design finished in silver with a spun-aluminum center cap and a chrome Acura emblem.

POWER TILT/SLIDE MOONROOF

The 2009 TL comes with a standard power moonroof that tilts or slides via a one-touch control. To tilt or slide the moonroof fully open or closed, simply press the ceiling-mounted switch once (rather than pushing for several seconds). Partially opening or closing the moonroof to achieve partial ventilation simply requires a lighter touch. A built-in auto-reverse system helps ensure that the moonroof will not close forcefully if a hand or arm is in the way. If an obstruction is detected, the moonroof mechanism is designed to automatically reopen the moonroof.

ACOUSTIC WINDSHIELD

Special acoustic windshield glass is used on the TL to help reduce wind noise. Tuned specifically to attenuate wind-noise frequencies, the windshield uses two layers of 2-mm safety glass with an inner layer of a transparent elastic acoustic membrane for a total thickness of 4.5 mm. The acoustic windshield in conjunction with 5-mm thick side windows helps position the TL at the top of its class in wind-noise performance. The windshield, like the side windows and 3.1-mm thick rear window, is UV light absorbing.

Windshield Wipers

The TL's windshield wipers nest below the hood line, where they are out of the driver's line of sight and away from the direct airflow that can cause turbulence, aerodynamic drag and noise. The driver's side wiper measures 648 mm (25.5") in length to clean a broad section of the windshield, while the passenger-side wiper measures 476 mm (18.75") long. A 2.5-litre capacity windshield-washer system helps clear dirt from the windshield as necessary.

WINDOW TRIM

Above the beltline of the car, the side windows are surrounded by luxurious stainless steel trim. Showing the level of detail that has gone into the new TL, its surface shape is actually slightly concave, which effectively eliminates "hot spots" in the reflection caused by direct sunlight.

Additional stainless trim along the roofline joins the windshield, roof and rear window together in one smoothly flowing curve. This roofline trim finishes dramatically in the form of a mini bulkhead along each side of the subtly recessed window. The treatment does not impede outward visibility but rather creates a look of strength and solidity at the rear of the TL. So too does a

subtle “negative break” running from front to rear along the trunk lid. Matching the pronounced break at the front of the car, the bisected trunk lid and the matching rear bumper and fascia further define the TL as a strong, aggressive sport sedan.

PILLAR SEPARATORS

All of the vertical roof pillars and two areas of the front unit-body bulkhead are filled with closed-cell expansion foam that significantly reduces the transmission of road noise from the lower part of the unit-body up into the passenger compartment. The foam is installed prior to the unit body’s assembly and welding process, and it expands to tightly fit the pillar openings when the body is later baked after the electro deposition of protective coatings.

POWER WINDOWS

The 2009 TL has power windows as standard equipment, including a one-touch auto up/down feature that simplifies the lowering or raising process for the driver and front passenger-side windows. As with the power tilt and slide moonroof, the driver and front passenger-side power windows include a pinch-protection feature, and all four windows as well as the moonroof may be opened via the TL’s Keyless Access Remote. Turning the key twice in the driver’s door lock or pressing and holding the lock button on the remote Keyless Access Remote closes the windows and moonroof simultaneously.

Side glass

To help reduce wind and road noise, the 2009 TL features 5-mm thick glass for all four side windows. The added thickness (beyond typical auto glass) provides a superior acoustic barrier that makes the interior more quiet and luxurious.

DOOR HANDLES

The broad door handles are formed to comfortably fit a wide range of hand sizes as well as to accommodate gloved hands in winter driving conditions. The handles feature painted surfaces on the base TL and a painted and chromed finish on the Technology Package. The 2009 TL with Technology Package uses a Keyless Access System that unlocks the driver’s door or all doors (programmable as the owner wishes) when grabbing either the driver or front passenger door handle. A button, located on the driver’s door handle, locks all doors with a light touch – and a reassuring audible tone confirms that the vehicle is indeed locked. An emergency lock cylinder, located on the rear edge the driver’s door handle, permits locking and unlocking the vehicle in the event the battery becomes discharged.

DOOR SILLS

Satin door sill plates greet the driver and front passenger when the front doors are opened. Centered in a durable black composite surround, the metal door sill plates feature the Acura logo.

As well, dual 360-degree seals in all four door openings provide outstanding sealing capability to help keep wind, road and traffic noise, water and dirt out of the interior.

POWER EXTERIOR MIRRORS

Aerodynamically shaped power-adjustable mirrors make use of tinted glass that reduces glare. Mounted flush with the mirror nacelle are bright turn-signal diodes that provide an extra margin of safety in traffic without interrupting the TL's dramatic bodylines. In addition, the side mirrors are heated and memory linked to driver preference.

FUEL FILLER DOOR

The Acura TL uses a new electric fuel-filler door release system. Instead of a traditional floor-mounted cable release, the 2009 TL's fuel-filler door opens with a push of a button located on the driver's door next to the trunk-release button. When the button is pushed the filler door pops open 30 mm (1.2") and is held open by a secondary spring. The fuel door may then be opened fully to access the fuel filler.

TAILLIGHTS

A large array of light emitting diodes (LEDs) serves as the taillights on the new TL. Used here as well as in the turn signals located in the outside rearview mirrors and Center High-Mounted Stop Lamp (CHMSL), the LEDs illuminate almost instantly, provide exceptionally high-visibility lighting and draw less energy than comparable incandescent bulbs. The LEDs also provide a highly technical look that compliments the TL body design and are projected to have a far longer service life.

REAR SPOILER

Included in the available Technology Package is a rear spoiler that contains a trunk release touch button as well as a rearview camera that's image is displayed on the Navigation screen when the transmission is shifted to Reverse. The composite spoiler is painted body colour and smoothly integrated into the bodylines. To date, none of the TL's European competitors offer the rearview camera as an option.

EXHAUST FINISHERS

Bright finish dual exhaust tips give the TL a powerful presence when viewed from the rear. The 3.7-litre SH-AWD[®] model takes this further with quad exhausts featuring twin “D” shaped outlets that add further strength and appeal to the rear of the vehicle.

FUEL TANK

Fuel capacity on the 2009 TL has increased to 70 L from 64.7 L on the previous TL, an increase in volume that helps extend cruising range between fill-ups. Manufactured of high-density polypropylene resin, the tank is also located farther forward than in the past, helping to improve mass centralization for better ride and handling as well as rear-seat roominess.

ADVANCED AERODYNAMICS

Further reducing wind noise inside the new TL was essential to making the vehicle a top performer in the premium sport sedan market. Designers used many different strategies, including the use of an acoustic windshield, thicker side glass, special insulators, and precise aerodynamic tailoring of the body and the vehicle’s underside. The result is that the TL more smoothly moves through the air, benefiting interior quietness and fuel economy.

The underside of the TL has significant aerodynamic advancements. At the front of the vehicle, a precisely shaped deflector directs part of the airflow from underneath the front fascia and up through the radiator to provide a steady supply of cooling air at speed.

The aerodynamic tailoring continues with another deflector that guides remaining airflow smoothly underneath the engine. Racecar-inspired deflectors located ahead of the front tires also help steer air around them more efficiently. The inside frame rails (described in the Body section) allow air to flow more smoothly underneath the car. The TL also has a mid-floor cover that smoothly transitions air from the underside of the body to the underside of the fuel tank. The dual muffler undersides are likewise flat, and the vehicle’s underbody is also coated with a sound-absorbing PVC coating.

INCREASED TRUNK CAPACITY

Offering 371 L of storage volume, the 2009 Acura TL has 17 L (5 per cent) more trunk capacity than the previous generation TL. The SH-AWD[®] model has 354 L of storage due to the space requirements of the rear differential – yet as a result of intelligent packaging it still offers similar storage as the previous TL. The TL’s trunk is spacious enough to hold four golf bags, four 22-in. Pullman-style suitcases or a family-sized cooler.

For the first time in the Acura TL, the fuel door is opened from inside the car via an electrical switch instead of a cable release as used on the previous-generation TL. The switch is conveniently located on the driver’s door panel instead of on the floor. When equipped with the Technology Package, the Keyless Access System allows the trunk to be opened by simply

pressing a “smart button” on the rear spoiler. As long as the Keyless Access Remote transponder is in their possession the TL’s Keyless Access System will recognize the presence of the driver and allow the trunk to be opened.

Fully Lined Trunk

The trunk is fully lined to protect the cargo as well as for improved visual appeal. The hinges are likewise concealed. Several improvements give the trunk a more finished overall appearance. These include a spring-loaded cover that hides the latch striker, a unified look and feel for the lined trunk sides and floor, a convenient strap for lifting the spare-tire cover, a garnish where the hinge arms slide into the body, and a neatly finished edge to the trunk lining material. More substantial hinges also create a more rigid overall trunk-lid assembly.

Underneath the floor of the trunk is a T135/80D17 temporary spare tire mounted on a steel wheel, along with a jack, lug-nut wrench, and an eyelet that screws into a locating point on the front bumper in the event the TL ever needs to be transported on a flatbed truck. The trunk also features six anchor points for attaching a cargo net, along with a fold-down pass-through to accommodate long items such as snow skis.

EXTERIOR COLOURS

The 2009 Acura TL offers a total of nine available exterior colours—the most ever available for the TL model. Five out of the nine available colours are new for 2009, and include a mix of five pearl colours and four metallic colours. The new colours include Basque Red, Borealis Blue, Crystal Black, Grigio, and Palladium. Specifically chosen to mirror the TL’s “emotion unleashed” character, the new colours look particularly dramatic in bright sunlight, where the TL’s strong character lines present different facets of the body to the light differently, creating a highly evocative and dynamic 3-D appearance. All exterior colours feature a durable, hard clear coat that resists damage from industrial pollution, acid rain and fog, as well as organic contaminants such as bird droppings. The exterior colours were also selected to compliment the TL’s four available interior colours including Ebony, Parchment, Taupe and Umber Tan.

COLOURS	TL	SH-AWD®
Basque Red Pearl	•	•
Borealis Blue Pearl	•	•
Crystal Black Pearl	•	•
Grigio Metallic	•	•
Palladium Metallic	•	•
Polished Metal Metallic	•	•
Premium White Pearl	•	•
Copper Glow Metallic	•	•
Royal Blue Pearl	•	•

2009 TL EXTERIOR ACCESSORIES

A line of Acura Genuine Accessories was developed simultaneously with the TL to provide personalization for the Acura owner. Like all Acura Genuine Accessories, the TL accessories are covered by a 4-year/80,000-kilometer limited warranty.

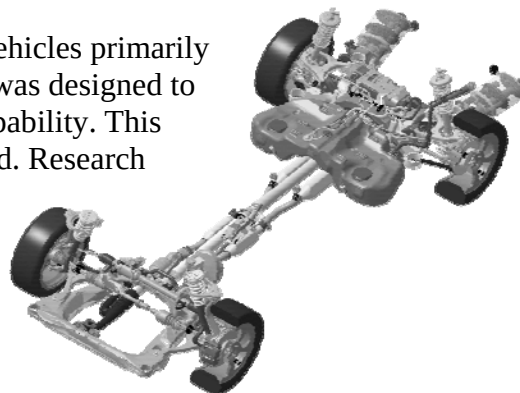
- 18-inch diameter alloy wheel (chrome look)
- 19-inch diameter alloy wheel (chrome look)
- 19-inch diameter alloy wheel (polished)
- Wheel locks
- Rear back-up sensors
- Front & rear spoiler
- Side spoilers
- Rear decklid spoiler
- Side splash guards
- Body side moldings
- Door edge guards
- Door edge film protection
- Car cover
- Front nose mask
- Engine block heater (for winter use)

CHASSIS OVERVIEW

The 2009 TL is engineered to live up to the highest standards for a performance luxury sedan. With a wider track, larger tires (including newly available 18-inch and 19-inch sizes), and the availability of Super Handling All-Wheel Drive™ and the largest engine ever in an Acura sedan, the TL SH-AWD® is fully equipped to perform its mission.

Both the TL and the TL SH-AWD® are rewarding and entertaining to drive, whether around town or on a long, winding road to adventure. The same goes for seasonal driving. When equipped with SH-AWD® the TL is as confidence inspiring on wet or snowy roads as it is on dry pavement, and standard Vehicle Stability Assist (VSA®) makes the drive even more secure.

Unlike some competitors, who add all-wheel drive to their vehicles primarily to help conquer winter conditions, the available SH-AWD® was designed to enhance sporty handling *and* the vehicle's winter-driving capability. This means that the TL SH-AWD® is inspiring to drive year-round. Research showed that customers in this segment want overall driving character first – and that's the priority the TL focuses on, while simultaneously maintaining all-season capability.



The SH-AWD® Advantage

Along with the larger engine, the TL SH-AWD® also gets suspension, brake and steering upgrades that further sharpen its performance. The SH-AWD® system is ideally positioned to lead the performance luxury sedan category where the TL competes, as 35 per cent of all vehicles in the class have all-wheel drive. Priced competitively with AWD packages on competing vehicles, the TL SH-AWD® is expected to be a strong competitor in the segment.

While the TL offers satisfyingly quick turn-on, flat cornering, a high level of grip and highly neutral characteristics when driven aggressively, with its larger and more powerful engine, and more sporting suspension tuning and tires, the SH-AWD® model takes performance a step further to deliver racetrack-quality handling without losing the composure required of a daily driver.

UNIT-BODY STRUCTURE

A lightweight unit-body is the basis for a great-handling sport sedan, with low mass allowing quick acceleration, cornering and braking capability. Meanwhile, structural stiffness provides maximum suspension and steering precision, an ultra-quiet interior and lasting durability. The 2009 TL meets all these objectives with sophisticated unit-body engineering that provides maximum stiffness as well as low weight through the use of the highest volume of high-strength steel in Acura history, as well as the use of key aluminum components.

As a result of the front-suspension strut bar and a pair of additional lateral stiffeners at the front of the vehicle, lateral body rigidity is up 15 per cent compared to the previous generation TL. In fact the new TL's unit-body is so rigid that six mass dampers formerly used to quell vibration have been deleted, for a weight savings of nearly 6.4 kg (14 lbs).

Lightweight Materials

The use of aluminum for the TL hood, front and rear bumper beams, and instrument-panel beam helps reduce overall weight for improved acceleration, cornering, braking and fuel economy. A total of 23.5 kg (51.7 lbs) is saved by the use of aluminum body components.

FRONT SUSPENSION

The 2009 Acura TL front suspension is double-wishbone system with spring, damper and stabilizer-bar rates tuned for performance handling while retaining a flat, comfortable ride. Stamped-steel upper and cast-iron lower control arms hold a forged-steel steering knuckle, with the upper arms attaching to the unit-body via special low-vibration pivot bushings and the lower control arms attaching to an aluminum box-section subframe via specially tuned conventional pivot bushings and hydraulic compliance bushings. The subframe is in turn connected to the unit-body via special vibration-reducing mounts. Nitrogen-charged blow-off dampers, coil springs, a stabilizer bar and a tubular steel shock tower brace complete the front suspension system.



The 2009 TL suspension is engineered to have 8 per cent less front-end lift under acceleration (to reduce torque steer) and 37 per cent less dive under braking than the previous TL. In addition, 22 per cent greater roll stiffness keeps the body flatter during aggressive cornering. Lowering the TL's center of gravity and raising the front roll center by 43 mm (1.7") also contributes to reduced body roll.

REAR SUSPENSION

In back, the TL's new multi-link rear suspension is similar to the system found in the 2009 Acura TSX. Like the front suspension, it features stamped steel upper A-arms with increased roll centre height, while two steel tubular links and a single toe link provide the lower control. The lower links are mounted to a floating sub-frame that reduces the intrusion of noise, vibration and harshness (NVH) into the TL's cabin. A forged aluminum knuckle, nitrogen-charged blow-off dampers, coil springs and a 50 per cent stiffer stabilizer bar complete the rear suspension.



The new rear-suspension geometry controls camber gain 40 per cent better than the previous TL while the body is rolling in a corner, keeping a larger portion of the tire footprint on the ground for higher grip. Along with the new TL's lower center of gravity, a 38-mm (1.5") higher rear roll center contributes to reduced overall body roll.

SH-AWD® SUSPENSION TUNING

The TL SH-AWD[®] has unique suspension tuning including special coil spring, damping and stabilizer-bar rates, and even special subframe mounting dampers – all tuned for flatter cornering with reduced pitching motions under acceleration and braking. The system is also tuned specifically for the all-wheel drive vehicle dynamics, as well as for the unique P245/45R18 tires on the TL SH-AWD[®]. As a result the TL SH-AWD[®] feels even more nimble than the front-wheel-drive TL in aggressive cornering situations.

“BLOW-OFF” DAMPER BYPASS VALVE

The 2009 TL has new dual-stage hydraulic “blow-off” suspension dampers with specially integrated spring bypass valves. The purpose of this feature is to provide maximum damping for large inputs and reduce the damping for smaller inputs. This in turn gives the TL sharp handling performance while filtering out the unwanted road imperfections.



COMPLIANT BUSHINGS

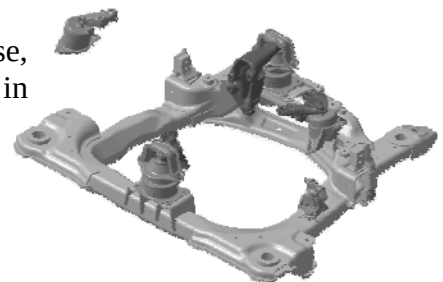
Another first for the 2009 TL is the use of hydro-compliant bushings on the lower front suspension wishbone. Rather than using a standard rubber bushing, the bushings are fluid filled, thereby significantly increasing the damping performance. This increased damping is particularly effective at improving ride quality and reducing brake judder vibration. Fluid-filled mounts are also used to isolate the TL transmission and engine.

HYDROFORMED STEEL REAR SUBFRAME

Road noise, vibration and harshness (NVH) is dramatically reduced through the use of floating rear subframe rails that carry the lower rear suspension links (and differential on the SH-AWD[®] model). The subframe is isolated from the body by specially tuned bushings, and uses hydroformed tubular steel side members for rigidity and a direct reduction of NVH in the passenger cabin. The hydroformed rails are created using hydraulic pressure that shapes steel tubing in a special mold. The result is light, strong and precisely shaped steel components that generate 17 per cent reduction in rear chassis vibration.

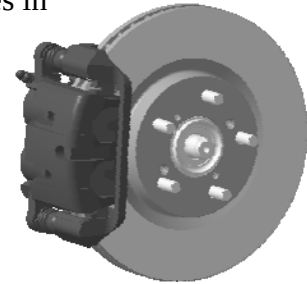
NEW ENGINE MOUNT SYSTEM

The 2009 Acura TL engine features a new fluid-filled, hydro-compliant engine mount design that significantly reduces engine noise, vibration and harshness (NVH). The result is a 25 per cent reduction in engine vibration, a substantial achievement that is noticeable and appreciated by the driver and passengers alike.



4-WHEEL DISC BRAKES WITH EBD AND BRAKE ASSIST

The 2009 TL has 4-wheel disc brakes with Electronic Brakeforce Distribution (EBD) and Brake Assist. While the previous TL used single-piston front brake calipers, the new TL employs dual-piston calipers in front with single-piston calipers handling braking duties in back. The calipers squeeze radially vented cast-iron front rotors and solid cast-iron rear rotors. The front rotors measure 12.6 inches in diameter (an increase of 0.8 inch over the previous TL) and the rear rotors measure 13.1 inches in diameter (an increase of 2.0 inches compared to the previous-generation TL). The new brakes generate a 21 per cent increase in front brake pad contact area and 22 per cent more brake-pad contact area in the rear.



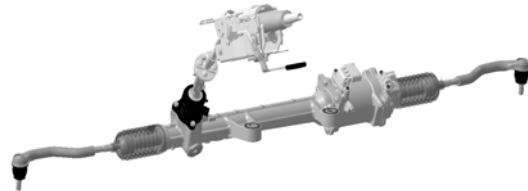
SH-AWD® Brake Upgrades

In keeping with its mission as a premium performance sport sedan, the 2009 Acura TL SH-AWD® features special front fascia-mounted cooling ducts for the front brakes and proprietary vacuum booster specifications. The system upgrades allow even more confident and consistent braking in repeated high-use conditions such as during spirited mountain driving. Hill Start Assist (HSA) is also added to eliminate vehicle rollback when starting on a sloped surface.

ELECTRIC POWER STEERING (EPS)

Taking a cue from Acura's famed NSX 'supercar,' the new 2009 TL uses an advanced form of Electric Power Steering (EPS). The system is designed to provide outstanding steering feel and optimally calibrated steering assist for performance driving. In addition, the EPS helps maintain great TL fuel mileage in the city and on the highway by eliminating parasitic power losses associated with a traditional hydraulic power steering pump. Principal components of the EPS system are a torque-sensing steering box, the electronic boost motor located as an integral part of the steering rack, and a dedicated electronic control unit.

The biggest advantage for EPS is the ability to specifically tune the steering to suit the enthusiast driver. Computer algorithms recognize the vehicle speed and provide low steering effort for parking maneuvers, then begin to firm up as speed increases to increasingly provide a solid feel and linear response at higher speeds. The EPS tuning is unique for the SH-AWD®, featuring more pronounced steering effort build up at high speed.



The EPS system on the new TL requires 2.65 turns lock-to-lock vs. 2.8 turns on the previous Acura TL. Curb-to-curb turning is also improved, with the new TL achieving a 5.8-metre (19.2 ft.) turning radius versus 6.1-metre (19.9 ft.) on the previous TL - a significant accomplishment considering the new vehicle's longer wheelbase.

WHEELS AND TIRES

Large-diameter aluminum-alloy wheels and wide tires further complement the TL's dynamic and energetic body design. Their design and finish are formulated to go with the TL's emotional body design, and TL customers can choose between three different wheel sizes, designs and finishes.

The TL and TL with Technology Package come with 17x8-inch 10-spoke wheels, the TL SH-AWD[®] and TL SH-AWD[®] with Technology Package have 18x8-inch 5-spoke wheels and available 19x8-inch 10-spoke wheels for the TL SH-AWD[®] with Technology Package.

2009 Acura TL tire choices include:

- Bridgestone Turanza EL400 P245/50R17 98V M+S (TL)
- Michelin Pilot HX MXM4 P245/50R17 98V M+S (TL with Technology Package)
- Michelin Pilot HX MXM4 P245/45R18 96V M+S (TL SH-AWD[®] and TL SH-AWD[®] with Technology Package)
- Michelin Pilot Sport S2 245/40ZR19 94Y (optional summer tire for TL SH-AWD[®])



The spare tire is a space- and weight-saving T135/80D17 temporary unit located under the carpeted floor in the trunk.

Tire Pressure Monitoring System (TPMS)

Every 2009 Acura model includes a Tire Pressure Monitoring System. (Please see Safety section for more information.)

HILL START ASSIST

The TL SH-AWD[®] model has standard hill start assist that helps prevent the vehicle from rolling backwards when the driver switches from the brake to the accelerator while the vehicle is stopped on a hill. When the road incline exceeds an 8-degree threshold and the vehicle is fully stopped in any forward or reverse gear (with engine torque holding the vehicle), hill start assist automatically self activates. The hydraulic brake modulator is controlled by a longitudinal G-force sensor along with a wheel speed sensor and steering angle sensor. When hill start assist is active, the brakes automatically hold for two seconds as the driver's foot lifts off the brake. The brakes are automatically released when the driver presses the throttle to make the vehicle move and sufficient drive torque is applied.

ROAD NOISE

The 2009 TL is designed to be one of the quietest cars in its class. Both the front-drive and SH-AWD[®] versions offer significant reductions in NVH compared to the previous generation TL. But because many enthusiast drivers like to hear the engine and exhaust note when they're aggressively on the throttle, the TL SH-AWD[®] exhaust system is tuned to have a sportier note to satisfy performance drivers.

Apart from a specific exhaust note on the TL SH-AWD[®], Acura engineers focused intently on eliminating undesirable road noise. A highly rigid unit-body, special suspension and subframe bushings, precisely tailored spring and damper rates, and even details such as PVC undercoating and foam filled A-, B- and C-pillars, dramatically reduce unwanted noise. Additional noise-attenuation features include heat-molded felt inner liners for the rear fenders.

TRACK TESTING

Acura conducted extensive validation testing of TL prototypes literally around the world. SH-AWD[®] tuning was conducted in New Zealand, testing on city streets was done in Southern California, corrosion performance evaluations were conducted in Nova Scotia, and snow and cold-weather testing was done in Minnesota as well as in Alaska. In addition, cooling and brake tests were performed in Death Valley, high-altitude testing was done in the Colorado Rockies, and performance tuning was conducted in Japan, at the famed Nürburgring circuit in Germany and at Virginia International Raceway, where the TL SH-AWD[®] proved highly competitive with its premium class competitors.

ACTIVE SAFETY

Standard active safety features on the 2009 TL include an Anti-lock Brake System (ABS), Vehicle Stability Assist[™] (VSA[®]) Electronic Brake Distribution (EBD) and Brake Assist. VSA[®] is an electronic stability control system that continuously monitors lateral acceleration, steering wheel angle, and wheel speed and yaw rate, and then applies individual brakes and/or reduces engine power to help the driver retain directional control of the vehicle. (Please see Safety section for more information.)

INTERIOR OVERVIEW

The 2009 TL's interior represents the pinnacle of Acura's driver-oriented sport sedan thinking matched with outstanding luxury. The interior has a "dual personal" layout, with a feeling of personal space for each of the front seat occupants. Sweeping shapes and high quality materials blend a luxury aesthetic with a feeling of advanced technology. Typical of Acura, the driver's control layout is meticulously engineered for intuitive, ergonomically correct functionality. In keeping with Acura's pursuit of the latest in functional convenience, the TL incorporates more useful new technology than ever before. In the case of versions equipped with the Technology Package, the TL incorporates advances never before seen in an Acura.

Building on the excellent interior packaging of its predecessor, the 2009 TL gains an additional 28 mm (1.1") of rear legroom and 10 mm (0.4") of rear shoulder room. Seating is completely reengineered, with new high-damping foam in the front seats for greater comfort. Both a supportive 10-way adjustable power actuated driver seat and an 8-way adjustable power passenger seat are standard. TL SH-AWD[®] models get special high-bolster front seats for greater support during aggressive cornering. Additional standard luxury features include front seat heaters and a new dual-mode, dual-temperature automatic climate control system which includes automatic humidity control and features rear seat vents to help keep the entire passenger cabin at the selected temperature.

True to its mission as a performance luxury sedan, the TL offers its driver a carefully crafted cockpit that puts all functions within easy reach. The leather-wrapped steering wheel has F1[®]-style paddle shifters and illuminated controls for frequently used functions. LED backlit gauges frame a new high-resolution Multi-Information Display that allows access to multiple electronic functions and customizable feature settings.

A powerful 8-speaker audio system with 6-disc CD changer, AM/FM radio, Dolby ProLogic II, XM[®] Satellite Radio, and Bluetooth[®] Audio is standard, as is USB port connectivity (for iPod[®], iPhone[®] or removable USB mass storage devices) and an auxiliary jack interface (for portable MP3 music players). Standard Bluetooth[®] HandsFreeLink[®] wireless telephone interface makes it easy to send and receive telephone calls on a compatible cellular phone without the driver taking hands off the wheel or looking away from the road.

The Technology Package (available on TL and TL SH-AWD[®]) adds a range of advanced features designed to offer the driver increased connectivity to the world around them and added driving enjoyment. Keyless Access System with push-button start lets the owner enter and drive the TL without handling a remote fob or keys. Inside, there are luxurious full-grain Perforated Milano Premium Leather seating surfaces.

The new Acura Navigation System with Bilingual Voice Recognition[™] and rearview camera has an 8-inch full VGA high-resolution colour display positioned high in the center of the instrument panel where it's closer to the driver's line of sight and is shrouded from glare. With navigation data stored on a built-in hard disk drive (HDD) media storage device, the Navigation system boots up and operates faster than ever before – and is much more capable.

The Technology Package also features a new 3D metallic trim applied to the instrument panel and doors of the TL. Constructed via Physical Vapor Deposition (PVD) technology, the trim makes use of a lightweight plastic base covered by a thin layer of textured metal film applied on the top. The trim looks and feels as if it was constructed entirely of metal, but is lighter weight, it can be easily formed to contour tight curves or odd shapes and it won't dent like metal.

The TL's renowned Acura/ELS Surround® premium audio system returns as part of the Technology Package, yet it is completely reengineered with more power from a 440-watt Digital Sound Processor amplifier, a new 10-speaker surround sound array, and a built-in 12.7 GB hard disk drive (HDD) media storage system that allows the owner to download and store up to about 2,500 songs from CDs for later playback. The Acura/ELS Surround® premium audio system offers DVD-Audio, DTS™, CD, AM/FM radio, XM® Satellite Radio, Bluetooth® Audio, and USB and auxiliary connectivity.

Interior at a Glance

- Engaging cockpit designed for performance driving
- Leather-wrapped 3-spoke steering wheel with illuminated fingertip controls and F1®-style paddle shifters
- LED backlit gauges with progressive illumination
- High-resolution Multi-Information Display (MID) allows access to multiple electronic functions and customizable feature settings
- Compass
- 10-way adjustable power-activated driver seat (8-way power seat with 2-way power lumbar support)
- 8-way adjustable power-activated front passenger seat
- High/Low heating for front seats
- Perforated Premium Milano leather seating surfaces on Technology Package
- Unique sport seating on SH-AWD®
- Solar-sensing, dual-zone, dual-mode automatic climate control system
- Automatic humidity control system
- 5-position straight gate shifter
- Tilt and telescoping steering column
- Electronic cruise control
- 8-speaker audio system with 6-disc CD changer, AM/FM radio, XM® Satellite Radio and Bluetooth® Audio
- USB port connectivity (for iPod®, iPhone®, or removable USB mass storage devices)
- Auxiliary jack interface (for portable MP3 music players)
- Bluetooth® HandsFreeLink® wireless telephone interface
- Power moonroof with tilt, auto-open/close, auto-reverse and key-off operation
- 2-position memory function (for seating position, mirror adjustments, radio presets, climate control settings, MID presets, and more)
- High-quality surface finishes and materials
- Molded carpet insulation for superior fit and acoustic damping
- LED interior illumination and map lights

Technology Package (Available on TL and TL SH-AWD®)

- Keyless Access System (with Smart Entry and pushbutton ignition)
- Perforated Premium Milano leather seating surfaces
- 3D metallic interior trim on instrument panel and doors
- Acura Navigation System with Bilingual Voice Recognition™ and rearview camera
- 8-inch full VGA high-resolution colour display
- Interface dial provides quick, intuitive access to navigation, audio, climate control and other features
- Acura/ELS Surround® premium 10-speaker sound system with DVD-Audio, DTS™, CD, AM/FM radio, XM® Satellite Radio, Bluetooth® Audio and 2,500-song* hard disk drive (HDD) media storage system, and a 440-watt Digital Signal Processing (DSP) amplifier

REFINED INTERIOR DIMENSIONS

The TL has established itself as a top player in its class in terms of usable interior and trunk space. With the new generation, the TL offers more total rear seat volume (a 40 L increase to 1226 L), along with a 33-mm (1.3") increase in rear seat legroom and a 13-mm (0.5") increase in rear shoulder room. Other interior dimensions are within 13-mm (0.5") or less of the previous generation TL.

Passenger Dimensions Comparisons		
	2009 TL	2008 TL
Headroom, front/rear (mm)	976 (38.4")/932 (36.7")	984 (38.7)/ 945 (37.2)
Leg room, front/rear (mm)	1080 (42.5")/920 (36.2")	1088 (42.8)/ 887 (34.9)
Hip room, front/rear (mm)	1415 (55.7")/1392 (54.8")	1412 (55.6)/1367 (53.8)
Shoulder room, front/rear (mm)	1477 (58.1")/1428 (56.2")	1482 (58.3)/1414(55.7)

STYLING AND MATERIALS

The TL's expressive new interior blends luxury and purposeful sporting functionality in equal measure. The quality of interior materials, fit and finish have received close attention to reflect the discerning nature of the TL's target owner. Many details have been upgraded, including a repositioned handbrake lever. Now located on the left side of the center console, the handbrake has a revised design with a more precise feel. A hand-stitched leather cover improves its appearance. Features like the soft-touch door lining grip, glove box lid and lower instrument panel storage pockets have a rich look and feel. Interior panel gaps have been minimized, and low gloss surface finishes have a luxurious look and reduce glare.

New “soft touch” material is used on the instrument panel for improved luxury look and feel. The TL has metallic instrument panel and door garnishes with wood grain center panels. The Technology Package has real metal accents (accomplished via physical vapor deposition) on the doors and an instrument panel, while the center panel takes a darker metal appearance. All TL models have trim that benefits from enhanced scratch resistance. Considerable effort has gone into the TL to minimize the presence of PVC and Volatile Organic Compound materials (such as Toluene, Xylene, Formaldehyde, and others) in the interior to create a clean and healthy environment for occupants. In addition, a reduction in PVC and VOC reduces hazy fogging that builds up on the inside of the vehicle glass.

For added comfort, the new TL armrests are 17 per cent thicker and 30 per cent softer. Further improving feel and noise isolation, the 2009 TL makes use of a new fully structured under-carpet floor padding that is molded to the floor’s specific shape, delivers no sinkhole areas, offers improved sound damping, and provides a flatter overall look for the carpeting.

DRIVER-ORIENTED COCKPIT

As Acura’s premiere performance luxury sedan, the TL features a driver-oriented cockpit that builds on Acura’s solid history of intuitive functionality. The wrap-around instrument panel design puts important systems and controls within easy reach of the driver.



Supportive seating (with even more pronounced side bolsters in the sporty TL SH-AWD® version) helps keep the driver securely in place. The TL’s new straight gate shifter is simple and intuitive to operate; F1®-style paddle shifters on the steering wheel provide fingertip control of the transmission. The 2009 TL features a new 4-pod instrument cluster, and graphic digital displays supplement the main easy-to-read analog instrumentation. The TL’s many electronic features are designed to be simple and intuitive to interpret and operate. Sight lines are clear with important items placed within easy view.

LEATHER-WRAPPED STEERING WHEEL

The TL’s steering wheel is now wrapped in premium smooth-grain leather with a new Euro Lancia stitching style. The TL SH-AWD® steering wheel has contrasting colour stitching and is thicker for a sportier feel. Within fingertip reach are a pair of LED illuminated F1®-style paddles that upshift and downshift the Sequential SportShift 5-speed automatic transmission. Paddle shifters are black on the TL and silver on the SH-AWD®.

The steering wheel incorporates the most commonly used controls, allowing the driver to keep hands on the wheel a larger percentage of time. Audio system controls are positioned on the left spoke, as are navigation system controls (if equipped with the Technology Package), including a push-to-talk button to activate the bilingual voice recognition system that provides voice control of the navigation system, as well as operation of the climate control and audio system features. Also on the left are controls for Bluetooth® HandsFreeLink® system. Located on the right are controls for the MID and cruise control.

STRAIGHT-GATE SHIFTER ASSEMBLY

In place of the previous multi-gate, multi-position transmission shifter, the 2009 TL employs a new straight-gate shifter assembly. Located in the center console, the new shifter has a more intuitive, easy-to-use design and also takes up less space on the console surface.

SEATING

As Acura's premiere sport sedans, the TL and TL SH-AWD[®] have meticulously engineered seating that's designed to offer supportive comfort combined with secure lateral support during aggressive cornering. The TL's front seats use padding that is specially tuned for ride comfort and isolation from road vibration. A supportive 10-way adjustable (8-way adjustable seat with 2-way adjustable lumbar support) power-actuated driver seat is standard. All driver's seat power adjustment settings (except power-adjustable lumbar support) can be stored in a pair of user profiles – one for each of the two key fobs that come standard with the TL. An 8-way adjustable power-actuated front passenger seat is standard on all TL models and includes height and seat-cushion tilt adjustments for greater comfort.



TL's equipped with the Technology Package have soft, perforated full-grain perforated Milano premium leather seating surfaces. SH-AWD[®] versions have special French seams (with a Euro-style double stitch line) along with front seats with increased side bolster height and revised shoulder-area design to provide greater support in spirited driving.

New active front head restraints are standard. (Please see Safety section for more information.) In the rear seat, a convenient push-button release on each outboard headrest allows it to be manually folded down when not in use to provide a 7 per cent increase in rearward visibility. The center rear headrest is vertically adjustable for passenger comfort.

For 2009, the TL offers rear seat occupants 28-mm (1.1") more legroom and 10-mm (0.4") more shoulder room. Redesigned front seat seatbacks now have roomier soft map pouches in place of the previous hard pockets. The outer rear seating positions are well bolstered to combine long-trip comfort with solid lateral support.

MULTI-INFORMATION DISPLAY AND MAINTENANCE MINDER[™]

Positioned between the tachometer and speedometer, a high-resolution LCD Multi-Information Display (MID) gives the TL driver instant access to critical information. Controls positioned on the steering wheel allow the driver to cycle the MID display through multiple screens of information. With enlarged screen area, higher resolution and the ability to display varying font sizes, the MID is clear and easy to interpret.

There are now two individual trip computers built into the MID system, with easy tracking of overall mileage, trip mileage, average and instantaneous fuel economy, average speed, fuel range and elapsed time. The MID also displays outside air temperature as well as the percentage of engine oil life remaining. The Maintenance Minder™ system alerts the TL driver of upcoming maintenance needs via the MID and should a fault occur with the vehicle, specific warning information will appear. The MID also allows the driver to set a variety of functional preferences for different TL systems.

INTERIOR LIGHTING

The TL's interior is designed to be just as functional and inviting at night as it is in the day. The meter gauge cluster progressively illuminates to give the driver a welcoming feel upon entering the vehicle. When the door is opened, the instrument lighting comes on; then when the ignition is switched on, it brightens progressively to 100 per cent illumination. The illuminated instrument needles and indicator lights then come alive, indicating that the car is ready to go. When the drive is over, the instrument lighting progressively dims.

All of the TL's interior switches are LED illuminated, making them easy to locate at night, including switches on all four doors and the steering wheel and overhead console. In addition to front and rear LED overhead interior lights and fade-on/off LED map lights, the TL also has low-level LED interior cabin lighting. Blue ambient LED lighting in the ceiling illuminates the front centre console and additional LED's illuminate the front foot wells.

The glove compartment and the center armrest compartment are internally illuminated. The front doors have courtesy lights that illuminate when the doors are open. To prevent battery discharge, if any interior lights are left on, they will turn off automatically within 15 minutes after the last door is closed, or will turn off instantly when the car is locked using the Keyless Access Remote.

The TL's new overhead console provides control over multiple lighting functions. The rear LED map-light controls can be locked out, to prevent rear passengers from illuminating the map lights.

INTERIOR CONVENIENCE

The TL interior offers an array of storage and convenience features for the driver and passengers. The front center console is internally illuminated, includes a 12-volt power point, and an all-new USB port that allows for easy connectivity of an iPod®, iPhone® or a removable mass storage device. The USB port is located alongside a traditional AUX jack (that allows connectivity of MP3 music players) in the center console's lower storage compartment.

A leather-covered padded armrest tops the console, and includes a slide-out tray that is ideal for a cell phone, iPod® or other small items. A double cupholder is positioned ahead of the console, and can accommodate large beverage cups and bottles. A sliding cover conceals the cupholders when they're not in use.

A covered coin holder is positioned ahead of the transmission shift lever, and there is additional storage for small items such as a cell phone on each side of the console that remain within easy reach. Rear-seat passengers have a fold-down padded centre armrest with a pair of covered cupholders.

Inside the glove compartment is a separate document shelf that allows the safe stowage of the TL User Manual as well as important papers such as registration and insurance. The separate document shelf arrangement not only keeps paperwork neatly contained, but it also frees up storage space in the main glove box compartment. Total glove compartment capacity has increased by 25 per cent. The TL's new roof console includes sunglasses storage along with controls for interior lighting, HomeLink[®] and the power moonroof.

CARGO-CARRYING VERSATILITY

The new TL is designed to offer even more practical cargo carrying capacity than the previous TL's 354-litre (12.3 cu. ft.) trunk. The 2009 TL has a roomy, 371-litre (13.1 cu. ft.) trunk while the TL SH-AWD[®] maintained a 354-litre (12.5 cu. ft.) trunk (the TL SH-AWD has a smaller trunk due to floorpan intrusions required to make space for the SH-AWD's rear differential). The trunk can be opened via a remote release mounted on the driver's door panel, by pushing the exterior release button on the trunk lid when carrying the Keyless Access Remote (part of the Technology Package), or with a manual release accessible through a lockable rear seat trunk pass-through. There is also an emergency glow-in-the-dark trunk opener inside located near the trunk latch. A security switch is located in the locking glove box that allows the trunk to be locked to prevent access by valets.

DUAL-ZONE, DUAL-MODE ADAPTIVE CLIMATE CONTROL SYSTEM

The 2009 TL has a dual-zone, dual-mode adaptive climate control system with air filtration that lets the driver and front passenger independently set temperature modes to their individual liking. The rear seat is kept comfortable by way of a pair of large adjustable vents located in the rear of the centre console.

The new climate control system is substantially improved, with reduced noise generated while in heat and vent modes. The revised adaptive climate control system layout is easier to interpret with new labeling that includes pictographs and text to reduce confusion. For greater passenger comfort in cool climates with bright sunshine, the system can automatically supply warm air to the foot wells while providing cooler air to the upper vents that supply areas of the interior that are warmed by the sun.

A new auto humidity control system cabin humidity sensor allows the system to automatically adjust humidity control based on specific conditions. This patented system predicts the condition in which window fogging is likely, then lowers humidity in the interior by orchestrating the air conditioning, air outlet mode, temperature and fan blower speed. The system can also improve passenger comfort in cold winter driving by increasing cabin humidity by reducing the operation of the air conditioning system. Less use of the air conditioner has a side benefit of reducing fuel consumption.

TL models with the Technology Package use the GPS navigation system to contribute to overall passenger comfort thanks to a 3D solar-sensing feature. The navigation system determines the position of the sun relative to the driver and passenger based on continuously updated vehicle position information. Combined with information from a solar sensor located on top of the instrument panel, this feature lets the climate-control system automatically adjust the temperature and airflow from side to side as needed to compensate for asymmetrical solar heating.

8-SPEAKER AUDIO SYSTEM WITH 6-DISC CD CHANGER, AM/FM/XM[®] AND BLUETOOTH[®] AUDIO

Built in concert with Panasonic, the audio system in the TL and TL SH-AWD[®] (non Technology Package equipped models) is an 8-speaker design with a 6-disc CD changer, AM/FM radio, XM[®] Satellite Radio and Bluetooth[®] Audio. The CD system can read MP3 and WMA files and includes the Radio Data System (RDS) and Speed Volume Control (SVC).

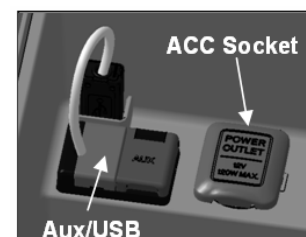
The system can play material from a variety of sources:

- 6-disc changer:
 - CD audio
 - MP3 or WMA files (on CD)
- AM/FM radio with Radio Data System (RDS)
- XM[®] Satellite Radio
- Bluetooth[®] wireless audio
- USB port connectivity for iPod[®], iPhone[®], or removable mass storage device
- Auxiliary jack connectivity for a portable MP3 player
- Dolby ProLogic II

The TL's 276-watt premium sound system is more powerful than the 225-watt system offered in the previous generation TL. The new system's Digital Signal Processing (DSP) amplifier drives a soft-dome tweeter mounted in each A-pillar and a 3-inch Super Dynamic Range speaker is positioned in the top in the instrument panel. 6.7-inch mid-range speakers are positioned in each front door, and on either side of the rear parcel tray. A big 8-inch diameter subwoofer is placed in the center of the rear parcel tray, and uses the trunk as an acoustic enclosure.

The sound system offers USB port connectivity for iPod[®], iPhone[®] or removable USB mass storage devices. The USB port is powered and can thus simultaneously charge plug-in devices while transferring information to the stereo. The USB-connected devices can be operated via the audio system's controls, with filenames and folders appearing on the audio system's three-line text display. The TL's audio system can also play Bluetooth[®] Audio when paired with a compatible device. Bluetooth[®] Audio is a wireless transfer music format that is separate from Bluetooth[®] HandsFreeLink[®] used for telephone voice communication.

There is also an auxiliary (AUX) jack connection enabling use of portable MP3 music players. The AUX connection requires the music player to be controlled via the device's own interface, though the TL's audio system can control volume, or be used to select a different input, such as the radio, CD player or others.



XM[®] SATELLITE RADIO

XM[®] Satellite Radio is a standard feature with the 2009 TL audio system and it provides more than 170 digital channels of programming with near CD-quality sound. The XM[®] broadcast signal is beamed to two broadcast satellites positioned in geostationary orbit more than 35,400 kilometers (22,000 miles) above earth. The beams from these two broadcast satellites (one located over the west coast, one over the east coast) combine to span most of populated Canada and the continental U.S. There are also more than 1,000 ground antennas to help boost the XM[®] signal in metropolitan areas with tall buildings.

XM[®] programming includes more than 170 channels devoted to music, sports, talk, traffic, weather, children's programming and entertainment. Of the 170 XM[®] channels, 69 are commercial-free. When the TL's audio system plays XM[®], the display screen shows the current station, song title, or artist's name. XM[®] Satellite Radio service is currently priced at \$14.99 per month. A complimentary three-month subscription to the XM[®] service is included with purchase of a new TL and customers are able to continue the service or cancel any time afterwards.

BLUETOOTH[®] HANDS-FREE-LINK[®] WIRELESS TELEPHONE INTERFACE

All Acura vehicles have a standard Bluetooth[®] HandsFreeLink[®] hands-free telephone interface that is designed to work with a wide variety of Bluetooth[®] enabled mobile telephones. Bluetooth[®] is a radio frequency-based technology that allows portable devices (such as mobile cellular telephones, PDAs, laptops and other devices) to communicate wirelessly. The TL's HandsFreeLink[®] system is compatible with Bluetooth[®]-enabled cellular phones that have the Hands Free Profile (HFP). (Some early Bluetooth[®]-enabled phones do not have this communications protocol, but most newly released phones have HFP.) After the driver completes a one-time pairing process, the TL can communicate wirelessly with the driver's cell phone when it is within approximately 3 metres (10 ft) of the car. The phone needs to be on, but can be stowed in a pocket, briefcase, purse, or anywhere inside the TL cabin.

With Bluetooth[®] HandsFreeLink[®] the driver can send or answer telephone calls without removing their hands from the steering wheel. When a call comes in, the incoming caller's telephone number is displayed on the Multi-Information Display (MID) that is located between the tachometer and speedometer. In addition, the phone ring tone is played over the audio system. If the driver chooses to answer the phone call, a press of the steering wheel-mounted "Pick up" button mutes the audio system and the incoming caller is heard over the TL's audio system speakers. Working with an overhead array microphone, the HandsFreeLink[®] system cancels "echo effect" and reduces background noise to improve the transmission quality of the driver's speech. By activating the system using fingertip controls mounted on the steering wheel, the driver can dial the number by voice. The driver also can store frequently called numbers in the system's memory using unique voice tags. Up to six different compatible mobile phones, each with a unique "user profile", can be paired with the TL's Bluetooth[®] HandsFreeLink[®] system at one time. Each phone profile now has its own password-protected call history, phonebook, speed dials and voice tags. With a single paired phone and the proper password for each profile, a user can access any of the other profiles. This convenient feature means that a person who carries both a work cellular phone and personal phone can access both profiles from either phone.

When equipped with the Technology Package, HandsFreeLink[®] functions are displayed on the high-resolution navigation system screen, rather than on the smaller MID screen. This provides a versatile interface for HandsFreeLink[®] operation. Additional information can be found at www.acura.com/handsfreelink.

TECHNOLOGY PACKAGE

The 2009 Acura TL will offer a Technology Package that includes:

- Acura Navigation System with Bilingual Voice Recognition[™] and rearview camera
- 8-inch full VGA high-resolution colour display with Wallpaper function
- Acura/ELS Surround[®] premium 10-speaker surround sound system with DVD-Audio, DTS[™], CD, AM/FM radio, XM[®] Satellite Radio, Bluetooth[®] Audio and 2,500-song* hard disk drive (HDD) media storage system, and a 440-watt Digital Signal Processing (DSP) amplifier
- Interface Dial that provides quick, intuitive access to navigation, audio, climate control and other features
- Keyless Access System (with Smart Entry and push-button ignition)
- Perforated Premium Milano seating surfaces
-

ACURA/ELS SURROUND[®] PREMIUM AUDIO SYSTEM WITH 10 SPEAKERS, DVD-AUDIO, DTS[™], CD, AM/FM/XM[®], BLUETOOTH[®] AUDIO AND HARD DRIVE

The TL and TL SH-AWD[®] with Technology Package are equipped with a spectacular new Acura/ELS Surround[®] premium sound system with 10 speakers and an impressive 440 watts of power. This highly capable audio system is the next generation of the acclaimed Acura/ELS[®] system offered in the previous generation TL. Although exceptionally capable, the Acura/ELS[®] audio system is designed to be simple to operate. Clear, large-format head-unit controls and convenient steering-wheel-mounted controls make operation intuitive. Select audio system functions can also be accomplished via voice commands.

The Acura/ELS[®] system gets its name from multi-Grammy[®] Award winning producer/engineer Elliot Scheiner's recording industry-recognized moniker "ELS[®]." Scheiner's goal in the development of the TL audio system was to capture and reproduce music the way it is heard in the recording studio. The sophisticated ELS[®] system he developed together with Panasonic is designed to provide studio sound to the interior of the all-new TL.

The TL's audio system includes a new Note feature for XM[®] Radio which is designed to be a convenience for owners who want to make note of a song heard on XM[®]. With the touch of a button, the Note function for XM[®] Radio records the current song title and artist name in text form, along with a short audio excerpt of the song. The Note function captures up to 10 seconds of each selected song and can store a total of 30 song excerpts.

The Acura/ELS Surround[®] premium audio system can play material from a wide variety of sources:

- Single disc player:
 - o DVD-Audio
 - o CD audio
 - o DTS CD
 - o MP3 or WMA files (on CD)
- 2,500-song*, 12.7-GB hard disk drive (HDD) media storage system (including track information provided by Gracenote[®])
- AM/FM radio with Radio Data System (RDS)
- XM[®] Satellite Radio with Note feature for XM[®] Radio
- Bluetooth[®] Audio
- USB port connectivity for iPod[®], iPhone[®], or removable USB mass storage device
- Auxiliary jack connectivity for a portable MP3 player
- Dolby ProLogic II

*Approximate capacity

The audio system's wide range of formats means it can play audio program material from most common sources. The addition of a hard disk drive (HDD) media storage system means the TL's owner can now download CDs to the 12.7 GB hard drive for later playback. Only original CDs and uncompressed CD-R files can be copied to the hard drive (other formats, such as DVD-Audio, MP3/WMA, DTS CD, USB, Bluetooth[®] audio and AUX inputs can not be recorded to the hard drive).

The hard disk drive (HDD) media storage system is shared with the navigation system and is partitioned to hold up to approximately 2,500 songs (approximate capacity). The hard drive's fast file-access time speeds search and retrieval of tracks, and allows tracks to be shuffled by album, artist and genre.

On-board information provided by Gracenote[®] (formerly CDDB[®]) allows the system to display the artist, album name, track name, and genre for the program material stored on the hard disk drive (HDD) media storage system. Gracenote[®] uses a multi-step recognition method to enable identification, categorization, and organization of digital music. The Gracenote[®] database is updated quarterly to include new audio releases. The TL owner can download Gracenote[®] updates at Acura.com, then load them onto a USB thumb drive or CD-R which, in turn, can be downloaded into the TL's audio system. Without the Gracenote[®] update, newly released audio tracks will play on the Acura/ELS[®] system, but will play without accompanying text information on genre, artist, album name and track name.

The Acura/ELS Surround[®] premium audio system also offers USB port connectivity for iPod[®], iPhone[®] or removable USB mass storage devices. Moreover, the audio system can play Bluetooth[®] Audio when paired with a compatible device. (Bluetooth[®] audio is a music format that is separate from Bluetooth[®] used for telephone voice communication.) These devices can be operated and navigated via the audio system's controls.

The sound system's AM/FM radio tuner includes the Radio Data System. RDS allows digital information sent in FM radio broadcasts to display on the vehicle stereo items such as program information, artist/song info, and time. XM[®] Satellite Radio with an all-new Note feature for XM[®] Radio is integrated into the receiver to provide more than 170 channels of digital program material with near-CD quality sound. A text display provides information text on the XM[®] program material. There is also an auxiliary jack connection for MP3 music players. This basic audio connection requires the music player to be controlled via the device's own interface, though the TL's audio system can control volume, or be used to select a different input, such as the radio, CD player or others.

The TL audio system plays DVD-Audio discs, an advance in reproduction technology that delivers over 500-times higher resolution than traditional CD audio. DVD-Audio delivers smoother, fuller and far more accurate sound through six discrete channels. The previous generation TL was the first vehicle in North American with this feature offered as standard equipment, and the current generation TL benefits from this same advanced technology. The DVD-Audio system will not play DVD-V or DVD movies.

Speakers/amplification

The Acura/ELS Surround[®] premium audio system's 10 speakers create an accurate and dynamic listening experience at all TL's seating positions. Compact 1.5-inch titanium-dome tweeters are positioned in each A-pillar with a 3-inch Super Dynamic Range (SDR) driver centered in the top of the instrument panel. Two more of the 3-inch SDR drivers are positioned in the rear door. 6.7-inch SDR drivers (four in all) are in each front door and on each side of the parcel shelf. An 8-inch Super Low Distortion Driver (SLDD) subwoofer is located in the center of the rear parcel shelf to give the system impressive low-end power and clarity. The speaker array is driven by a 440-watt Digital Signal Processing (DSP) amplifier positioned in the right wall of the trunk.

ACURA NAVIGATION SYSTEM WITH BILINGUAL VOICE RECOGNITION™

TL models equipped with the Technology Package have the latest generation Acura Navigation System with Bilingual Voice Recognition™ with rearview camera. Compared to the previous TL, the 2009 TL has a new navigation screen with four times better resolution.

Acura Navigation System with Bilingual Voice Recognition™ features summary:

- 8-inch high-resolution screen for convenient viewing, positioned high and close to driver's line of sight
- Ultra-fast hard-drive data storage
- Expanded coverage includes Canada, plus the 48 contiguous United States, Hawaii, Alaska and Puerto Rico
- Improved route calculation time (3 seconds or less)
- Improved Point Of Interest (POI) search time
- Bilingual voice recognition function with over 700 navigation commands minimizes the need for manual character entry



- The bilingual voice recognition system recognizes city and street names as spoken words
- Simplified system operation with clear visual prompts to guide bilingual voice navigation
- Interface dial simplifies control of the system and is accessible to driver and front seat passenger
- Audio system automatically mutes for turn-by-turn bilingual voice guidance in either male or female voice (voice guidance can be turned off at any time)
- Bilingual voice Recognition™ operates key audio and climate control functions
- Highly directional array microphone for more precise bilingual voice command recognition
- On-screen picture of highway interchanges indicates which lane(s) to use to stay on route
- 3 languages for all destinations (English, Canadian French and Spanish)
- Destination memory recalls current trip addresses, previous destinations and user address books
- Split-screen mode features a simultaneous "map view" and selective route visualization
- Trip routing can avoid user-selected areas
- Make calls to on-screen points of interest with Bluetooth® HandsFreeLink®
- Trip routing can include up to five user-chosen way points
- Rearview camera provides rearward view with parking guidelines on navigation screen when transmission is in Reverse
- Available DVD can be purchased by owner to update navigation system database
- Store and display owner image files as wallpaper on navigation screen (store up to 10 images each for Driver 1 and Driver 2)

Enhanced database:

- New Point Of Interest (POI) database includes approximately 7 million locations with higher level of data accuracy
- Fuzzy POI and address searching simplifies and speeds searches
- Improved restaurant POI logic simplifies searching
- Business and recreation directory of virtually the entire continental United States complete with phone numbers
- ZIP code entry speeds address input
- Directory categories include restaurants (searchable by type of cuisine), lodging, shopping, airports, hospitals, recreation areas and much more
- Zagat Survey™ restaurant guide provides detailed information and reviews on restaurants in database, which can be read on-screen or heard over the audio system
- Scenic Route drive route listings by State
- Exact addressing locates approximately 80 per cent of addresses at their actual GPS coordinates (instead of estimating their location based on linear street number)
- Destinations are searchable by GPS coordinates

System Operation

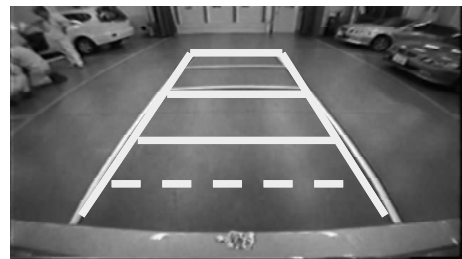
The Acura Navigation System with Bilingual Voice Recognition™ tracks the TL's position based on positioning data from up to 12 orbiting Global Positioning Satellites (GPS). If GPS reception is blocked by a tall building, tunnel, or parking garage, within the TL an internal gyroscopic system and a speed sensor track the location of the vehicle to keep the mapping information current and reliable until satellite reception is restored. For the first time, the TL's navigation system stores its mapping data on an internal hard disk drive (HDD) media storage system. The same drive is also partitioned and used by the audio system to store audio files. Much faster than the DVD drive used previously, the new hard drive is the key to dramatic improvements in the system's search and routing speed. The system can be updated annually with the latest mapping information by inserting an update disc into the audio system's slot-loading CD/DVD drive. Updated DVD data discs are available for purchase on an annual basis on-line at www.acura.com, by calling 888-549-3798, or can be ordered in-car via the TL's AcuraLink® system.

The navigation system can be controlled by using the interface dial by choosing menu options or by spelling out a word (*e.g.* an address, business name or place). Characters on an on-screen keypad can be selected using the Interface Dial. For voice operation, the driver simply presses the "Talk" button on the steering wheel and says any of a number of preset command phrases. The system responds to over 700 command phrases, as well as to spoken city and street names. Voice recognition capability saves time and simplifies operation of the system.

The audio system is automatically muted when the "Talk" button is pressed, and an overhead array microphone receives the command from the driver. Commands can be given in plain English, like "Display gas stations," "Find nearest hospital," or "Find nearest Chinese restaurant." The 2009 TL's voice recognition technology allows the owner to simply speak city and street names aloud, and the system responds by displaying matches available in the database. Points of interest on the map (such as restaurants or grocery stores) can be displayed or you can have the system provide turn-by-turn navigation—all by voice command. The massive point-of-interest database includes phone numbers, which can be dialed by using the Bluetooth® HandsFreeLink® system and the driver's cellular phone.

Rearview camera

When the TL is placed in Reverse gear, a rearward view from a rear spoiler-mounted camera is displayed on the navigation system screen. To make it easier for the driver to judge distance and clearance, on-screen guidelines indicate the vehicle's width, as well as distances of 0.5-, 1-, 2-, and 3 meters from the back of the TL.



Wallpaper image display

To further customize the TL's interior, the navigation system allows the storage of up to 10 images each for each driver (two drivers total) on the built-in hard disk drive (HDD) media storage system. Any one of the stored images can be displayed as a full-screen image on the navigation display when the display is not otherwise in use.

To avoid driver distraction, there is no “slide show” function. JPEG images can be loaded from a PC onto a USB storage device, such as a thumb drive. Then the thumb drive can be plugged into the TL’s USB port, located in the center console. Using on-screen menus, the images can then be transferred to the TL’s internal hard disk drive (HDD) media storage system. Each driver can then choose among their stored images for display, or set the system to not display wallpaper.

INTERFACE DIAL

Most frequently used electronic functions in the TL have dedicated controls placed on the instrument panel or on the steering wheel. Voice control of navigation, climate control, audio and communications functions are available, while the interface dial positioned just ahead of the center console-mounted shift lever provides another avenue of control. The Interface Dial can be rotated and rocked like a joystick to select function menus displayed on the navigation screen. A push of the controller selects the highlighted item.

Functions controlled by the Interface Dial include:

- Audio
- Navigation
- Climate Control System

KEYLESS ACCESS SYSTEM

TL models with the Technology Package have the latest generation of Acura’s Keyless Access System (with smart entry and pushbutton ignition). The enhanced system identifies one of two drivers each time the driver’s door is opened (even if it is already unlocked) then sets a multitude of features to a profile preset by that driver in the TL’s memory. The system sets the driver’s seat, steering wheel, outside mirrors, climate control, audio system and presets and select navigation system settings HandsFree Profile. In the event both owners approach the car at the same time, the TL will set the vehicle preferences of the Keyless Access Remote that approaches the driver’s door.

The Keyless Access System lets the TL owner gain access to the car without ever having to unlock it with the remote transmitter or a conventional key. The Keyless Access Remote has a unique digital identity. The car can be unlocked when the driver pulls one of the front door handles with the Keyless Access Remote in his/her possession. When carrying the fob (or if all doors are unlocked), the trunk can be opened by pressing a button on the rear fascia.

Once the driver has opened the door and is seated, the Keyless Access System allows the TL to be started by pushing the Engine Start/Stop button positioned on the instrument panel. When leaving the car, a press of the soft-touch button on outside of the door handle locks all the doors. Alternatively, a press of the Lock button on the Keyless Access Remote will also simultaneously lock all the doors. The Keyless Access System will not allow the recognized transmitter to be locked in the trunk or the interior of the TL.

The Keyless Access System also features a unique “quick vent” feature (activated by pressing the Keyless Access Remote “unlock” button two times and then holding it) that automatically lowers all side windows and opens the power moonroof to quickly vent built-up interior heat. In addition, turning the key in the driver’s door key cylinder to the “lock” position twice (and then holding it the second time), simultaneously closes all open windows and the moonroof.

Built-in Key

The TL will signal the driver when the remote battery is low. A built-in mechanical key is provided as a back up to enter vehicle in the event that the Keyless Access Remote battery should fail. Once inside, the driver can start the car by placing the fob in an illuminated remote port near the Engine Stop/Start button. For security purposes when using a valet parking service, a trunk lockout switch is located inside the glove box. The glove box and the trunk pass-through can be locked with the key. The valet will be able to start and drive the TL using the remote, but if the owner retains the key, the valet will be unable to unlock the glove compartment or trunk.

2009 TL INTERIOR ACCESSORIES

A line of Acura Genuine Accessories was developed simultaneously with the TL to provide personalization for the Acura owner. Like all Acura Genuine Accessories, the TL accessories are covered by a 4-year/80,000-kilometer limited warranty.

2009 Acura TL interior accessory features include:

- All-season floor mats
- Wood rim steering wheel
- Wood select knob
- Ashtray / Cupholder
- Rear seat covers
- Trunk tray
- Upper mount trunk drawer
- Trunk hooks

SAFETY OVERVIEW

Acura holds safety as a high priority. That means safety for everyone, from the 2009 TL's driver and passengers, to the occupants of other vehicles as well as pedestrians. This commitment to achieving the highest level of safety means that both the 2009 TL and TL SH-AWD[®] offer the same range of safety technologies as standard equipment.

CRASH TEST TARGETS

At press time, the production 2009 TL had not yet been tested by the U.S. National Highway Traffic Safety Administration (NHTSA) or by the U.S. Insurance Institute for Highway Safety (IIHS). However, Acura internal tests project that the TL will meet all current regulations and achieve the highest marks in crash tests including:

- Meets new U.S. FMVSS214 side crash regulations (three years before mandated)
- Meets new U.S. FMVSS301 rear crash regulations
- Projected 5-Star* rating in NCAP frontal impact crash test
- Projected 5-Star* rating in SINCAP side impact crash test
- Projected GOOD rating in IIHS SICE side crash test

*Government star ratings are part of the U.S. National Highway Traffic Safety Administration's (NHTSA) New Car Assessment Program (www.safercar.gov). Model tested with standard side-impact air bags (SABs).

ADVANCED SAFETY TECHNOLOGY

As described in detail below, the 2009 TL offers Acura's entire array of currently available passive safety technologies. The list starts with the revolutionary Advanced Compatibility Engineering[™] (ACE[™]) body structure, which enhances frontal collision energy management through a network of load-bearing front frame structures while also increasing the likelihood of two vehicles properly connecting during a collision—including larger and smaller vehicles and those with differing bumper heights. In practical terms, the ACE[™] body structure raises crash safety technology to a new standard by better utilizing the front crumple zones and dispersing energy through precise load-bearing channels before it reaches the passenger area.

The new TL also include dual-stage, dual-threshold front airbags with a passenger-side Occupant Position Detection System (OPDS), side-curtain airbags and new dual-chamber front side airbags. The list continues with front seatbelts with an automatic tensioning system and load limiters, and active front head restraints designed to reduce the likelihood and severity of neck injuries for the driver and front passenger in the event of a rear collision. Driver and front passenger seatbelt reminders, daytime running lights (DRL), Anti-lock Brake System (ABS) with Electronic Brake Distribution (EBD) and Brake Assist and Vehicle Stability Assist[™] (VSA[®]) with traction control (Electronic Stability Control) are likewise standard equipment. In addition, the front of the TL is designed to help minimize injuries to pedestrians.

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The 2009 Acura TL safety features include:

Standard active safety systems

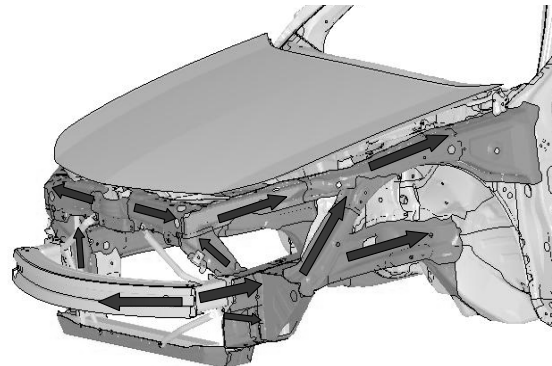
- 4-wheel disc Anti-lock Brake System (ABS), Electronic Brake Distribution (EBD) and Brake Assist
- Vehicle Stability Assist™ (VSA®) with traction control (Electronic Stability Control)
- Tire Pressure Monitoring System (TPMS)

Standard passive safety systems

- Advanced Compatibility Engineering™ (ACE™) body structure
- 3-point seatbelts at all positions
- Front seatbelt with an automatic tensioning system and load limiters
- Dual-stage, dual-threshold front airbags
- Advanced dual-chamber front-seat side airbags
- Side curtain airbags for outboard occupant positions
- Active Head Restraint System for front headrests
- Rear head restraints for all seating positions
- Lower Anchors and Tethers for Children (LATCH) child car seat system in the two outboard rear seats
- Child car seat upper tether in centre rear seat

ADVANCED COMPATIBILITY ENGINEERING™ (ACE™) BODY STRUCTURE

Like all other Acura vehicles, the 2009 TL utilizes the Advanced Compatibility Engineering™ (ACE™) front body structure technology. ACE™ is a highly effective way of absorbing the energy of a frontal crash, while also helping to minimize the potential for an “under-ride” or “over-ride” phenomenon that can occur during a head-on or offset frontal impact with a significantly larger, smaller, higher or lower vehicle.



Created with the help of a sophisticated computer-assisted design (CAD) process, Advanced Compatibility Engineering™ uses a network of integrated load-bearing elements that help attenuate peak impact forces by more evenly distributing them across a relatively large area in the front of the vehicle.

ACE™ significantly differentiates the 2009 TL from most conventional designs that direct frontal crash energy only to the lower load-bearing structures in the front end. Instead, Advanced Compatibility Engineering™ actively channels frontal crash energy to both upper and lower structural elements, including the TL's floor frame rails, side sills and A-pillars. These specially engineered load "pathways" help distribute frontal impact forces through a greater percentage of the vehicle's total structure, including around and away from the passenger compartment. This helps to limit cabin deformation and further improve occupant protection in a frontal or offset frontal collision.

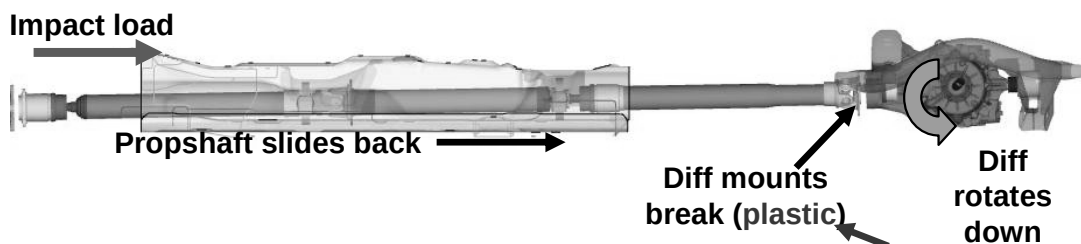
STRUCTURAL ENHANCEMENTS

The 2009 Acura TL's unit body features significant structural advancements and now contains a record 47.6 per cent high-strength steel. One particularly significant change is that the main longitudinal frame rails have been redesigned and repositioned above rather than below the floor panel to improve the vehicle's ability to withstand severe side-impacts, while also helping to improve aerodynamics. Acura's continued efforts to advance safety mean the 2009 TL meets the all-new side-crash and pole-impact regulations three years earlier than is federally planned.

In addition, robust new rear structural elements add rigidity and controlled energy absorption to help the TL meet the stringent new U.S. FMVSS 301 high speed rear-collision standard detailed below. A gusseted rear bulkhead ties directly into the car's exceptional performance in this demanding new rear-collision standard by accurately channeling collision forces. Its increased rigidity also helps protect the fuel-filler area during a collision.

DRIVELINE SAFETY FEATURES

The 2009 TL SH-AWD® employs a new 3-piece driveshaft system and engineered-plastic front mounts for the rear differential that are designed to break when a specific impact force is experienced—such as during a serious frontal collision. This orchestrated "breakage" of driveshaft and/or rear suspension mounts helps prevent crash energy from being transferred into the TL's passenger cabin.



OFFSET REAR COLLISION

The 2009 Acura TL meets the new U.S. government FMVSS 301 regulation for offset rear collisions. More severe than the previous standard, the FMVSS 301 regulation began phasing in during September 2006 and must be applied to all passenger vehicles after September 1, 2008. In the new FMVSS 301 requirements, a 1,360-kg (2,992-lb) deformable barrier strikes 70 per cent of the vehicle's width at 50 mph (80 km/h). In contrast, the previous FMVSS 301 used a 1,814-kg (3,991-lb) flat rigid barrier that struck the full width of the vehicle at 30 mph (48 km/h). The new standard requires more body energy absorption than before to protect critical fuel system components.

PEDESTRIAN INJURY MITIGATION

Acura's safety interests extend beyond care for vehicle occupants. The TL hood area is specially designed to deform if contact is made with a pedestrian. Underneath the hood are energy-absorbing supports and hood hinges, and the windshield-wiper pivots are also deformable in the event that a pedestrian contacts these areas. Research shows that features such as these dramatically improve a pedestrian's chance of survival if struck by a moving vehicle.

**STANDARD VEHICLE STABILITY ASSIST™ (VSA®)
WITH TRACTION CONTROL AND BRAKE ASSIST**

Standard equipment on the 2009 Acura TL is Vehicle Stability Assist™ (VSA®), an Electronic Stability Control system that enhances controllability while the vehicle is accelerating, braking or cornering, or when the driver makes a sudden maneuver. VSA® works in conjunction with the vehicle's drive-by-wire throttle and its 4-channel ABS system to help the vehicle maintain the driver's intended path of travel. It functions by applying brake force to one or more wheels independently while also managing the throttle, ignition and fuel systems to reduce engine power output.

Vehicle Stability Assist™ constantly analyzes data from seven sensors that monitor wheel and vehicle speed, steering input, lateral G-forces and yaw rate, and compares the driver's control inputs with the vehicle's actual response. Whenever the vehicle's actual response falls outside of a predetermined acceptable range, VSA® intervenes with corrective action. If VSA® detects an oversteer condition, the system may apply braking force to the outside front and rear wheels to counteract the unintended yawing effect. Or in the event of understeer, VSA® may apply braking to the inside rear wheel while reducing engine power to help return the car to its intended course. For the front-wheel-drive Acura TL, VSA® also provides a limited-slip differential effect for the front wheels by applying braking force to a slipping wheel, thereby redirecting driving force to the wheel with more traction.

Emergency Braking

Brake Assist, another key VSA[®] function, recognizes emergency braking situations and almost instantly applies additional braking force to help the driver slow the vehicle more quickly. This important accident-avoidance system is controlled by special computer logic that determines when the speed and stroke of the brake pedal exceed a typical range—as they would in a panic stop. At this point the VSA[®] modulator pump increases braking pressure to ensure maximum stopping force and help shorten braking distance as much as possible. Brake Assist functions only when the driver is pressing the brake pedal; the additional braking force provided by the system ceases when the driver releases pressure on the brake pedal.

Vehicle Stability Assist[™] (including the Brake Assist function) is calibrated to work in a nearly transparent manner, meaning that drivers may not even be aware of its operation. Therefore, to keep the driver informed, an indicator light flashes on the instrument panel anytime the system is enhancing vehicle stability. While the driver may deactivate the VSA[®] and traction-control functions via a switch on the instrument panel, ABS and Brake Assist remain fully operational at all times.

ADVANCED 4-CHANNEL ABS WITH ELECTRONIC BRAKE DISTRIBUTION

The 2009 Acura TL is equipped with 4-wheel disc brakes and a sophisticated new 4-channel/4-sensor anti-lock braking system. The system helps improve active safety by offering a firm brake-pedal feel and a short activation stroke, as well as Electronic Brake Distribution (EBD) circuitry that automatically proportions braking force between the front and rear wheels based on the vehicle's weight distribution. EBD helps maximize braking effectiveness whether the TL is transporting only the driver, or is fully loaded with passengers and luggage. (Please see Chassis section for more information.)

DUAL-STAGE, DUAL-THRESHOLD FRONT AIRBAGS

The 2009 Acura TL's driver and front passenger are both protected by advanced front airbags incorporating dual-stage and dual-threshold activation technology. In the event of an airbag deployment, these two features work together to help minimize injuries that can sometimes be caused by the airbags themselves. The sophisticated dual-stage, dual-threshold system optimizes the deployment rate to match both the speed and severity of a crash event. The control logic also takes several other factors into consideration, including the driver's seating position, the weight of the front passenger, and whether the seat belts are in use at the time.

For instance, during a lower-speed collision or if the driver's seat is positioned close to the steering wheel, the inflators in the driver's frontal airbag activate sequentially to help lessen the airbag's deployment force. Then in a higher-speed collision, or if the seat is positioned farther back, both airbag igniters trigger simultaneously for full and rapid inflation.

The passenger-side frontal airbag is designed to operate in a similar manner, except that a sensor located under the seat calculates whether the weight on the lower cushion meets a NHTSA-specified minimum value. If it doesn't, the airbag is deactivated and the driver is so notified by a light on the instrument panel.

The driver's side airbag is located in the steering wheel and the passenger airbag is located on the top of the instrument panel, beneath a thin seamless membrane. To maximize its protective potential while reducing the likelihood of injuries being caused by the activation process, the passenger airbag inflates first upward and then rearward.

ADVANCED DUAL-CHAMBER FRONT-SEAT SIDE AIRBAGS

The 2009 TL has standard dual-chamber front-seat side airbags offering greater protection for the torso and pelvis in a severe side impact. Replacing the single-chamber airbags of the previous-generation TL, these new dual-chamber units include a larger upper chamber for enhanced protection of the chest area along with a smaller lower chamber covering the lower back and hip area. A single inflator unit fills both chambers. These new dual-chamber airbags are designed to minimize the chances of passenger injuries caused by side impacts from larger vehicles. In addition, the airbags now stay inflated longer which helps provide added passenger protection in longer lasting crash situations such as with a vehicle rollover.

SIDE-CURTAIN AIRBAGS

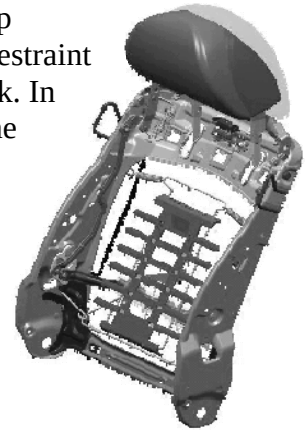
Side-curtain airbags provide head protection for the driver and front passenger as well as for the occupants of the outboard rear seats. Mounted in the ceiling above the side windows, the side-curtain airbags are activated by a central sensor and sensors in the side of the vehicle. An electronic processor interprets collision information from the sensors and determines the appropriate timing and deployment rates based on the severity of the side impact. The side-curtain airbags may also deploy in other collisions, such as a rollover, if the sensors indicate there is a likelihood of side forces posing a risk to vehicle passengers.

FRONT SEATBELTS WITH AUTOMATIC TENSIONERS AND LOAD LIMITERS

Acura TL's front seatbelts are each equipped with an automatic tensioning system and load limiter to help minimize injury potential in a frontal collision. In the event of such a collision, the automatic tensioner tightens the seatbelt (both shoulder and lap) to help hold the seat occupant firmly in position. In addition, each front seatbelt retractor incorporates a load limiter that works in conjunction with the automatic tensioner. After the automatic tensioner tightens the seatbelt, the load limiter introduces a small amount of controlled seatbelt slack to limit the peak restraining forces, thereby reducing the potential for serious injury. The front seatbelts also feature adjustable shoulder anchors, and 3-point seatbelts are standard in all three rear seating positions.

ACTIVE FRONT HEAD RESTRAINTS

The 2009 TL is fitted with new active front head restraints designed to help minimize the risk of neck injuries in the event of a rear impact. The head restraint is mechanically linked to a lumbar plate located inside of the front seatback. In a rear impact, the passenger's body pushes against the seatback, causing the head restraint to move forward in a carefully prescribed arc. This motion helps equalize the impact forces transmitted to the head, neck and spine as the occupant's head moves backward during the collision. Effectively managing and dispersing this energy is critical to help minimize the potential for injuries. For 2009, the Active Head Restraint System is specifically tuned to further reduce forces imparted in a rear impact.



ADJUSTABLE REAR HEAD RESTRAINTS

The 2009 Acura TL features individually adjustable head restraints for all three rear passenger positions. The outboard rear headrests may be folded down when not in use and the center rear headrest is height-adjustable, thereby enhancing the appearance of the cabin and helping to improve (by 7 per cent) rearward visibility for the driver.



LOWER ANCHORS AND TETHERS FOR CHILDREN (LATCH)

Lower Anchors and Tethers for CHildren (LATCH) provide a simple and secure method of installing up to two compatible child safety seats in the 2009 TL's outboard rear seating positions. Alternately, an upper tether makes it possible to fit a single child safety seat in the rear center seating position. When a child seat is in the center position, additional child seats may not be used in the outboard positions.

TIRE PRESSURE MONITORING SYSTEM (TPMS)

The 2009 Acura TL has a Tire Pressure Monitoring System (TPMS) that alerts the driver whenever the air pressure in one or more of the tires decreases below the recommended level. Using four sensors (one in each tire), TPMS transmits information on tire air pressure to the vehicle's ECU. A low tire pressure indicator located on the instrument panel illuminates when tire pressure drops to a potentially critical level.